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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 JANUARY, 1929 No. 3

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S BEST RIDERS WILL JUMP OGDEN DUNES, SUNDAY, JAN. 20

This is the way you will see them go,—the riders at the big International Ski Tournament at Ogden Dunes, (Wickcliffe station on the South Shore Line), on Sunday, January 20. Some of the most famous of skidom's star performers will be there. With the 240-foot drop of this newest and largest slide in America, records are expected to go.

Low Rates To Be in Effect for Ski Meet

Biggest of all winter events in South Shore Line territory, the Second International Ski Tournament at Ogden Dunes, Wickliffe station, will take place Sunday January 20, under the auspices of the Ogden Dunes Ski Club. The first rider will cut loose from the top of the 240-foot slide at exactly 1 P. M., according to officials.

For this stellar event, which will feature a number of world famous riders before an expected crowd of 25,000, South Shore Line will offer fast, convenient electrified train service direct to the gateway, and special low round trip fares from all principal stations on its line.

Gate Admissions Included

The fares in effect for January 20, tickets to include admission at the gate, will be:

Chicago (all stations except Kensington)	$2.50
Kensington	2.00
Hegewisch	1.85
Hammond	1.75
East Chicago	1.75
Gary	1.40
Michigan City	1.75
South Bend	3.00

Ample Train Service

Ample train accommodations for the crowds that day will be provided by South Shore Line. Owing to the convenience of stations in Chicago,—Randolph St., Van Buren St., Roosevelt Road, 53rd St. (Hyde Park), 63rd St. (Woodlawn), and Kensington I. C. Suburban stations,—and the close proximity of Wickliffe station to the ski slide,—only five minutes walk along a good road,—South Shore Line will be the comfortable, quick way to go and return. Highway congestion and parking difficulties will be eliminated and the trip made a pleasant, unhampered excursion.

Famous Riders

The number of first-class riders who are to appear on the new slide will be close to 100, officials of the club estimated. The famous Haugen brothers, the Hall brothers, and other notables are looked for in the entry lists. Although the world's amateur record of 212 feet, made by Nels Nelson at Revelstoke, B. C., in 1925, still stands, there is a possibility that with good snow and wind conditions it will be broken at Ogden Dunes this year, since the grading of the hill has been altered to permit of longer jumps and the great length of the slide will give speed enough and more.

SOUTH SHORE STOCK SALES MOVING FAST

Fifty per cent of the 6½ per cent Class A cumulative preferred stock of the South Shore Line, has been sold by employes and the Utility Securities Company of Chicago during the past month.

Employes state that a great deal of interest in this stock is being displayed wherever they go, and patrons of the railroad and business men of the territory are particularly partial to it.

This is the first public offering of stock in this railroad. It is class "A" cumulative preferred stock selling at 96.50 to yield more than 6½ per cent. Because the South Shore Line is one of the finest, fastest and best-equipped electric railroads in the country, this preferred stock is regarded as a desirable investment.

Revenue Figures

To summarize briefly from the statement of the company at the beginning of the sale:

Passenger revenue increased from $599,234.24 in 1925, when the railroad was taken over by the present management, to $1,772,918.30 for the year ended September 30, 1928, an increase of 195.9 per cent. Freight revenue increased in the same period from $189,263.10 to $1,129,856.60, an increase of 497 per cent. Total operating revenue in the same period increased from $858,265.30 to $2,971,488.53, an increase of 246.2 per cent.

Ownership

The common stock and cumulative Class "B" preferred stock of the Chicago South Shore and South Bend Railroad, which is the South Shore Line, are owned by the Midland ended September 30, 1928, earnings available for dividends were $245,089.04, and dividend requirements on this stock were $97,500. For the nine months ended September 30, 1928, earnings available were $248,369.16, and dividend requirements $73,125, or nearly three and one-half times the necessary amount.

The sale is now being conducted by employes of the South Shore Line. Any employe will be glad to give you information about it, or help you conclude the sale if you wish.

NOW SOUTH BEND TO CHICAGO IN 2 HOURS

Another milestone in the progress of the South Shore Line since the change of management in 1925 will come with the inauguration of a flat two-hour schedule for extra fast trains between South Bend and Chicago on January 1.

For three years this railroad has been carrying on an extensive reconstruction program designed for better and faster service to the people of its territory, the announcement said. Scheduled time between the Chicago and South Bend terminals, set with the beginning of the new regime at two hours and a half, was advanced last spring to two hours and fifteen minutes in the case of four trains. Last fall this was shortened to two hours and five minutes in the case of two trains, westbound in the morning and eastbound at night. This service was specially designed for commuters, and both trains carried dining cars.

With the new two-hour schedule, the same arrangement will obtain, except that the Fort Dearborn Limited, Chicago-bound morning train will leave South Bend station at 7:05 A. M. instead of 7 A. M. At the same time the Chicago Express which formerly left Gary at 8:30 A. M. now leaves at 8:22, changing leaving times also at East Chicago, Hammond and Hegewisch. Ask your agent.

Eight Million Spent

Beginning in 1925, with the change of management, improvements and reconstructon affecting virtually every department of the railroad have been completed. Nearly $8,000,000 has been invested in the property, toward giving improved service to both passenger and freight patrons.

"Faith in the future of the great industrial areas, the homesites and growing cities of Northern Indiana has been the principal reason for the development of the South Shore Line," the announcement said. "Public response has so far justified this faith. Within the three years of the present management, passenger revenue has increased from $599,236 to $1,772,918, an increase of 196.9 per cent. Freight revenue has increased in the same period from $189,263 to $1,129,856, an increase of 497 per cent. Total operating revenue has grown from $858,265 to $2,971,488, for the year ended September 30, 1928, an increase of 246.2 per cent.

Reconstruction Features

"Some of the important features of the rehabilitation program concluded during the past year are:

"Completion of freight interchange facilities with four additional steam railroads, making

(Continued on page 8.)

New Parlor Car Seats

Soon parlor-observation car patrons on the South Shore Line will have the added comfort and pleasure of new revolving chairs, which are now on order and shortly to be installed in our parlor cars.

The picture shows a type of chair similar to that planned for our cars. Upholstering will be slightly different, and cushions will be topped by a down-filled top pad, giving the utmost in comfort and "relaxability".

The chairs will be amply spaced to swing freely, and can be turned to face the window, adjoining seats or aside as the patron prefers.

Watch for announcement of installation of these chairs, probably about January 15. Their comfort and convenience, together with the exclusiveness and luxury of South Shore Line parlor car service, will make the extra cost of a parlor car ticket, fifty cents, seem slight.

PRIZE BEEF TO BE SERVED ON DINERS

Nearly 16,000 pounds of prime beef on the hoof were bought by Armour & Company, packers, Thursday, December 6, at the International Live Stock Exposition, Chicago, for the dining car services of the South Shore and North Shore Lines. Translated into tender steaks and juicy roast beef—the kind that melts in your mouth—that means something more than 70,000 bites of the world's finest beef for the patrons of these two roads.

The pick of the world's finest beef animals is sent to Chicago each year to be exhibited at the International Live Stock Exposition and only the "cream of the cream" survive.

South Bend Toy Co. Makes Happiness

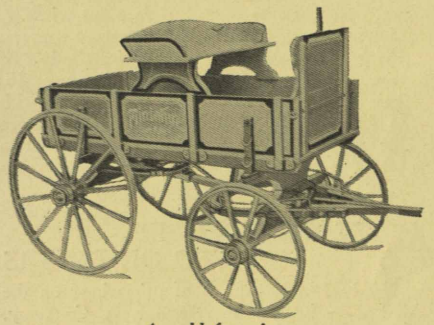
IN South Bend, out away from the busy traffic of the city's center, but none the less busy itself, is the South Bend Toy Manufacturing Company, one of Santa Claus' biggest resources.

In the whir of its machines and the swiftly moving hands of its workmen are the stage properties and behind-the-scenes activities of this great world-wide pageant called Christmas, which our people have just enjoyed. All the elements of the old folk-lore toy shops, peopled by energetic gnomes in the realm of Santa Claus, are there, only translated to a modern industrial setting.

A child would be in Paradise in this factory. So many wagons and coasters and pieces of tiny furniture are moving about here that in order to see how they are all to be distributed, one has to stop and recall that the children of a great nation are hoping for just such gifts each year, and then always wanting more.

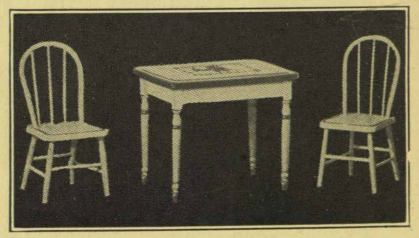
Efficient Plant

A trip through the plant of the South Bend Toy Manufacturing Company is a good object lesson in industrial efficiency. Everything flows, apparently, on oiled wheels. From the beginnings, where pieces of wood or strips of rattan or wire and rubber tubing enter the picture, to the great warehouse where the year's output is held against the sudden overwhelming Christmas demand, there is no hitch.



An old favorite.

You will see one man who threads wire through tiny rubber tires. He does it with a machine, employing several operations, yet his production is so rapid you can scarcely follow him. Another man assembles chair legs. Even the motions he makes are timed and designed to eliminate all waste motion, a saving for both himself and the company. A painter who uses a high-compression air brush can do a job in less time than three brush men, and it is a smoother job.



Ready to "play house".

Established in 1875, this company now lists on its catalog "doll carriages, furniture sets in porcelain, steel, wood, coaster wagons, children's chairs, croquet, shoo flies, etc." In the fifty-three years of its existence it has grown from the spare time tinkering of a wood turner to an institution employing nearly three hundred persons, occupying five and one-half acres of ground, and doing hundreds of thousands of dollars worth of business each year. F. H. Badet, president of the company, was clerking in a grocery store in 1875, when the "big idea" came. Without waiting for opportunity to knock a second time, he went into the toy business, and he has been in it ever since—53 years. A son, H. S. Badet, is now treasurer and directly associated in the management of the business. F. S. Chrisman, secretary, is in charge of the sales.

For all the efficiency, and machines and the industrial atmosphere of the place, there remains the impression of Christmas. Possibly it is because of the toys themselves. Everything that goes out of the South Bend Toy Manufacturing Company's warehouse is designed and built for the purpose of making a child happy. That must have been a reassuring thought for the men who have been carrying on this business.

Free Speaking Service

Call on the South Shore Speakers' Association when your organization wishes an interesting twenty or thirty-minute talk on features of this territory or on transportation. Write or phone South Shore General Office, telephone 2100, Michigan City.

M. C. Art School Is One of the Best

That Michigan City has a School of Fine Arts offering instruction of a quality unexcelled in this territory may not be generally known along the South Shore Line.

The school, which is in its own building at 707 Washington St., offers comprehensive courses in voice, piano, orchestral instruments, dramatic art, languages, painting, designing and dancing. A number of instructors on the staff are Chicago people, artists in their field and giving at the same time courses in some of Chicago's nationally known academies.

Sara Sherman Maxon, director of the school, has been identified with the arts for a period of years. In addition to her long-standing reputation on the concert stage, Mrs. Maxon has developed an unusual talent for teaching and the direction of others in teaching.

Sponsored by Mrs. Spaulding

Through contact with Mrs. Howard Spaulding of Michigan City, Mrs. Maxon projected the idea of an arts school that would be outstanding in its plans and achievements. Mrs. Spaulding willingly sponsored the institution, giving the support necessary to start instruction. The result is the Michigan City School of Fine Arts, an institution which reflects remarkable credit on these women and on the city as well.

Formerly classes were held in the Warren building, Michigan City. Recently, however, the school purchased a three-story dwelling house on Washington St., dividing the majority of classes between the first and second floors and reserving the third for dancing classes.

Since the change of location, according to Mrs. Maxon, the school has profited by an enrollment increase of more than 200.

Hourly South Shore Line service to Michigan City, Mrs. Maxon said, is an opportune arrangement for pupils living in nearby communities, and a number of pupils regularly come to Michigan City to the School of Fine Arts by way of the Shore Line motor coaches from the territory up toward St. Joseph and Benton Harbor.

NEW CONNECTIONS AT BURNHAM, SHEARSON

Two more South Shore Line freight switching connections, both well under construction, are announced by the management.

At Burnham, Ill., a switching layout involving the construction of three new tracks will afford a better connection with the Belt Railway of Chicago.

A new main track for westbound trains will be built to the north of the present double track main line. The former eastbound main track will then become a yard track, with additional yard tracks paralleling it to the south, also 1500 feet of tail track. The yard when completed about March 1st, will run 5,500 feet west of Stateline at Hammond to Burnham, and will greatly facilitate the handling of increasing carload shipments via the Belt Railway officials said.

Another With I. H. B.

At Shearson, Ind., just east of East Chicago, a new single receiving track connection with the Indiana Harbor Belt Railroad is being built. This track is going in south of the main line for a distance of 2,000 feet to connect with the I. H. B. It will be used as a new receiving track, the present interchange going over to delivery only. Seventy-pound rail is being laid on treated ties, and the job is to be finished and the track in operation early this month.

Construction work on the New York Central connection at South Bend and the Michigan Central-Monon Route interchanges at Michigan City is virtually finished. Both are of unusual importance to shippers and receivers who use South Shore Line service, according to announcement, and are a further step long contemplated by the management to open the principal markets of the east and south to South Shore routing.

Observance of Christmas on the South Shore Line was made both on trains and in stations. A large Christmas tree, beautifully decorated and lighted, stood in the Michigan City terminal as a silent greeting of goodwill to patrons who entered the concourse. Illuminated wreaths were up in all regular stations, and a number of photographic Christmas displays in several.

On trains during Christmas eve and day, trainmen who collected tickets gave out greeting cards to each patron. After Christmas day, owing to the number of requests for these cards they were placed on the counters of stations for the public to have if they wished.

Rebuilding Cedar St. Curve

Elimination of the "no clearance" track at Cedar and Eleventh Sts., Michigan City, as a part of the new track program in that city, will be received with favor by all motorists who have had occasion to pass this point en route through Michigan City.

The region south and east of Chicago, served by the South Shore Line and a score of other railroads, is interwoven with grade crossings and switch tracks. Motorists are finding it more difficult each year to thread this dangerous maze on their way to Gary, Michigan City, South Bend, or up around Lake Michigan to Benton Harbor and St. Joseph, Mich. It was to meet this situation that the South Shore Line instituted its fast hourly and half-hourly service, with trains going from downtown Chicago to the downtown sections of the first three cities mentioned above, and motor coach connections at Michigan City for the latter two cities. "South Shore Line" and "safe, fast travel", through one of the most congested railroad districts in the world, are synonymous.

COMMUTATION BOOKS REDUCE TRAVEL COST

A considerable saving and great convenience are afforded the regular patron in the use of commutation ticket books, on sale at all South Shore Line ticket offices and the Outing and Recreation Bureau, 72 West Adams St., Chicago.

For example, the South Bend patron who rides frequently to Chicago can employ the 25-ride book of tickets, which reduces the straight round-trip cost of $6.02 to approximately $4.50.

From Michigan City to Chicago, there is in effect a rate of $2.70 round trip, which is much less expensive than the straight one-way doubled. By using the 10-ride commutation ticket book in effect at that station, however, this can be brought down to $1.11 each way, or approximately $2.23 for the round trip.

The convenience features of these commutation books lies principally in the avoidance of purchasing tickets repeatedly at the window, and the realization that you are ready at any time to go.

Vision of Gary

I see a great city, on the shore of the lake, rising until the skyline is broken by unnumbered towers and spires of glowing beauty, against the stars of night. Here stand lofty temples of trade—industries whose vastness dims perception, oases of rest—called parks, or playgrounds—and great auditoriums. I seem to hear symphony orchestras, and monster community choruses burst into wave on wave of song. I see great libraries, museums, and other temples to music, to art, to science, and to religion. I see a great harbor and a smaller yacht harbor. I see ore boats and steamers dotting our shores. I see drives of beauty about the Lake Michigan bend, until her circling states clasp hands in fellowship. I see the tide of humanity swirling through the canyon streets until ten million souls are housed where now is one. I see the night skies radiant with bronze, copper and gold, reflected upon the flying slate-blue clouds like the "Pillar of Fire by Night".

I see the Spirit of Industry where once dwelt the solitary Spirit of the Dunes.

—Clara Edmunds-Hemingway
In Gary Post-Tribune "Flue Dust".

January Sports
Via South Shore Line

Blackhawks—Hockey
6—Detroit Cougars
10—Montreal Maroons
13—Pittsburgh Pirates
20—Boston Bruins

These games are played in the Chicago Coliseum. Leave South Shore train at Roosevelt Road, walk west to Wabash St., and south three blocks.

Basketball—Northwestern U.
7—Ohio State
19—Iowa
26—Notre Dame

These games are played at Patten Gym. Transfer to Rapid Transit (Elevated) at Randolph St., and take Evanston trains. Ask the guard.

Professional Basketball—Bruins.
8—Brooklyn
9—Brooklyn
16—Fort Wayne
20—Rochester
23—Rochester

The first and fourth of these games will be played in White City arena. Transfer to Rapid Transit at 63rd St., and take train to South Park. The remainder of the games will be at the Broadway Armory—take Evanston trains to Thorndale Ave.

Skating Tourneys
12—Cullen Skating Club . . . Columbus Park (take Garfield Park trains to Central Ave.)

Saves Life; Given Watch

Merle Nye, 17-year-old son of Motorman Lawrence Nye of South Shore Line, whose home is in Michigan City, Ind., saved a younger boy from drowning at Hudson Lake, Ind., July 26, 1928.

In recognition of his heroic act, the South Shore Line presented him with a 17-jewel Waltham watch, pentagon style in white gold. On the back of the watch is engraved the following legend:

"Presented to George Merle Nye, Dec. 21st, 1928, by C. S. S. & S. B. R. R. in appreciation of his heroism in saving the life of Earl Schnick, at Hudson Lake, Indiana, July 26th, 1928."

Presentation was made at the annual Christmas party of employes at Hudson Lake, December 21.

The Current Poster

Indiana Dunes State Park as a winter playground, the theme of the current poster, is a possibility as yet almost unknown by the people of Chicago and the South Shore territory.

After the fall of snow, Duneland presents an ideal skiing and snowshoeing ground, with its hundreds of hills and gentle slopes, and valleys in which to build a warming fire. Put on your outing togs and pack a lunch, or get one at Tremont station, pack your skis or toboggans along and enjoy this playground. Fast, convenient train service by South Shore Line direct to the gateway of the State Park from six stations (I. C. Suburban) in Chicago will make the trip a pleasure. After the first snowfall plan on a Duneland outing.

The wild, rugged nature of the Dunes in winter is aptly pictured in this poster, painted by Otto Brennemann, Chicago artist.

NOW SOUTH BEND TO CHICAGO IN 2 HOURS

(Continued from Page 3)

a total of 13 such connections, thus opening the way to all principal markets of the United States and the world.

Laying or relaying of approximately thirteen more miles of track with heavier rails, new ties and ballast.

Installation of newest type safety block signals over entire open right-of-way between Chicago and South Bend.

Purchase of twenty new steel passenger coaches of the most modern design, bringing the total of the railroad's steel passenger equipment to 68 cars.

Delivery of four more 80-ton electric freight locomotives, giving the South Shore Line a total of eight large road engines and two electric switching locomotives, and purchase of other equipment to handle increasing freight business.

Inauguration of faster service and more trains daily between Chicago and northern Indiana cities.

Remodeling and enlargement of passenger terminal and construction of new freight depot at South Bend.

HOME BUREAU OFFERS FREE TIPS TO PUBLIC

The Own Your Own Home Bureau, at 72 West Adams St., Chicago, is a free service of expert advice and data to prospective home owners in the Chicago Metropolitan Area.

Visit this center of information on the building of private houses, bring your plans and problems along, and enjoy the advantage of this skilled free counsel. Or call Randolph 8200—you will be pleased with the service and attention you receive.

Dune Lore

From a dune
I looked down
Into a pool
And there I found
A star I'd seen fall
From the sky that night

But the wind blew soft
And the reeds bent low
And hid the star
So none should know

But perhaps if you go
To the top of a dune
And quietly watch
For the rising moon

You'll see in the marsh
A spangle bright
The star, like a silver coin
Slipped out of the pocket of night.

—Flamingo.
In Gary Post-Tribune "Flue Dust".

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...y for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 FEBRUARY, 1929 No. 4

Outing and Home Bureaus Serve 917, 516 in 1928

THE Outing and Recreation Bureau, a free service of information to the Chicago public on "where to go and what to do," and the Own Your Own Home Bureau, organized to provide prospective home-owners reliable data, served nearly a million people during 1928.

Actual figures as contained in the annual report of the two bureaus, which are located at 72 West Adams St., in the Edison building, show that the Outing and Recreation Bureau answered 259,888 direct inquiries and gave out 504,226 copies of free literature. The Home Bureau answered 3,479 inquiries and gave out 61,290 pieces of literature. In addition to this 89,339 persons visited the Bureaus and obtained literature from the racks without inquiring.

Further detail in the report shows that 210,960 of the Outing Bureau's inquiries came by telephone, while 47,843 were in person.

Fill Big Need

The report in general indicates that a long standing need for reliable data on outings and home building is being filled by these institutions, which are maintained by South Shore Line and associated companies.

(Continued on Page Seven)

GENERAL OFFICE TO BE ENLARGED

South Shore Line will build an addition to its general office building at Michigan City, to be ready for occupancy by May 1.

The addition will enlarge the floor space of the accounting department, which now occupies the east wing of the building, by approximately 2,000 square feet, running 28 feet east of the present building and 81 feet to the back. A full basement will be excavated under the new part, and will contain a storage vault for tickets. Other new features will be the construction of private offices for accounting department heads, a new entrance on the east side of the addition, and duplication of the type of construction on the present building. Construction is now under way.

Additional space has been necessitated by the rapid growth of passenger and freight business and its attendant expansion of accounting needs, the announcement stated.

SOUTH SHORE LINE PUTS ON NEW CARS

The first six units of an order for 10 new steel passenger cars for the South Shore Line have been delivered and are being put in service.

The other units, all motor cars, will be delivered in installments during the next two or three weeks.

On inspection and testing at the Michigan City shops of the South Shore Line, they go in operation without delay. All are of the latest design Pullman type, with bucket seats similar to those now in use in a large number of South Shore Line cars.

Ten Next Spring

The cars were built by the Standard Steel Car Company of Hammond, Indiana. This company now has an order for ten more steel cars, five motors and five trailers, which are to be delivered in the spring.

On completion of the latter order, the total of modern steel passenger cars introduced on the line since the change of management in 1925 will be 65. Including the four dining and parlor observation cars, which are likewise steel and of the latest type, the total reaches 69. Each one of these coaches cost approximately four times as much as the average home.

OGDEN DUNES SKI MEET BIG SUCCESS

More than 18,000 persons saw the Second International Amateur Ski tournament at Ogden Dunes slide the afternoon of Sunday, January 20, it was estimated.

South Shore Line transported a large share of this great crowd from Chicago and stations on the line. In spite of the heavy

(Continued on Page Six)

When New Parlor Chairs Go In

This is an artist's conception of the comfort and seclusiveness soon to be afforded South Shore Line parlor car passengers with the installation of new parlor car chairs. Watch for the announcement, then try them. You will find them a marked advancement in riding ease.

OPENS 3 NEW FREIGHT TRANSFERS TO SERVICE

The South Shore Line has put into service during the past month three new freight connections with steam railroads.

Completion of the Monon-Michigan Central interchange layout, just west of Michigan City, opened up a 6000-foot four-track transfer which has required three months to construct.

Northernmost is a running track for switch engines, next a South Shore receiving and delivering track, the third a Monon track, and the fourth a Michigan Central. Freight interchange is now being conducted at this transfer.

Two 19-car interchange tracks connecting with the New York Central Railroad just west of South Bend also have been put in service. These will be used for receipt and delivery of carload freight, establishing another new outlet for the South Shore Line to the principal markets of the East. These tracks are 2500 feet long, paralleling the present main track of the South Shore Line.

Both Electrified

Both interchanges are electrified for use of South Shore Line electric locomotives, and a light type catenary overhead is employed.

Completion of these projects now puts the South Shore Line into direct connection with 13 steam railroads.

THREE TO GET VOCAL TRAINING IN EUROPE

(From "Opera Topics")

Three young singers now studying in Chicago, names not yet known, will go to Europe next fall for a year of operatic training, with all expenses paid.

If they make good they will have a second year of European training and experience, leading to auditions for engagement with the Chicago Civic Opera Company.

At the same time, three or more additional Chicago students of vocal art will be sent abroad for a like period of musical education, and so on indefinitely.

Open to Others

It is anticipated that others to whom this encouragement of operatic education appeals will join in the enterprise, and that the resources and scope of the foundation will grow accordingly.

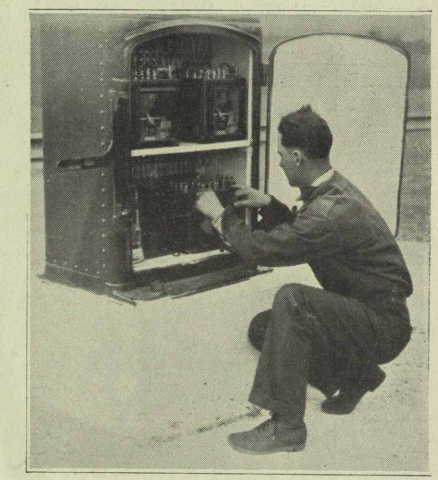
This is the first step in pursuance of the program when the plans for the new opera house on Wacker Drive were announced early in the year, namely, that one of the important projects for the future was for the musical education of worthy young Americans.

The first fortunate three beneficiaries of the scholarships will be selected by recommendation and competition from among the bona fide American students of Chicago conservatories and private teachers. The winners of the preliminary contests conducted by the various schools will then be heard by a committee consisting of the two senior conductors and the business manager of the Chicago Civic Opera Company, at present, respectively, Messrs. Giorgio Polacco, Roberto Moranzoni and H. M. Johnson. By a series of severe examinations the first three winners of scholarships will be determined. Only those who appear to have qualifications for opera will be considered. If three cannot be found who are qualified for further work, only two or perhaps one award will be made.

The selective process will begin toward the end of the current musical year. Final examinations will be held probably in October. The first scholarships will be awarded by November 1, 1929, and the winners will go abroad immediately.

Study abroad by winners of the scholarships will begin at Milan. Provision for their expenses has been made on a liberal basis—approximately $3,000 a year for each holder of a scholarship, $18,000 per year having been made available for six scholarships. This will include steamship and railroad fares to and from Europe, living expenses in Milan, fees for necessary vocal and language study and operatic coaching, tickets to La Scala Opera House and other incidentals. If the student makes sufficient progress during the year to justify continuance, the scholarship will be extended for study elsewhere than at Milan, a part of the year in Paris, and the remainder of the year in Berlin or some other German musical center. The management of the Chicago Civic Opera Company will endeavor to secure for the second-year student opportunities to appear in operatic performances to provide the desired training

Unseen Service



Among the men who work in obscurity, so far as the public is concerned, to keep South Shore Line service up to standard are the signal maintainers, who oversee safety signals.

The picture shows a maintainer inspecting one of the relay cases which you see along the track at the bases of the signal posts. The relay is the heart of the system, for it controls the color of the light which the motorman reads as he enters the block. While this mechanism is adjusted always to show red when anything is wrong within or without the relay case, the maintainer nevertheless is charged with keeping his signal section in perfect condition at all times. As a result he is often called out in the night, in stormy weather or fair, to check up on a signal reported by the trainmen.

The maintainer's part in the "Unseen Service" is one which requires absolute precision and care in his work, and a disposition to forget his own comfort in the interest of his railroad and the people it serves.

Empire Cartons Made in South Bend

IN the early days of barter and trade the rule of procedure in making a "sale" was, "Come and get it". Naturally this state of affairs passed quickly with the growth of commerce and the development of outside markets.

Nowdays the proportion of things we use that are made in our home towns is small as against those made somewhere else and shipped in. So shipping has become a mighty factor in economic distribution, and not the least of its many facets is packaging for shipment.

The Empire Box Corporation, which maintains a large model factory for the manufacture of folding paper cartons, specializes in packaging. Empire boxes go out over the world containing cereals, cosmetics, soaps, medicines, macaroni, confections, extracts, coffee, toys, crackers, cakes, inner tubes, sausages, biscuits, gloves, and many other products.

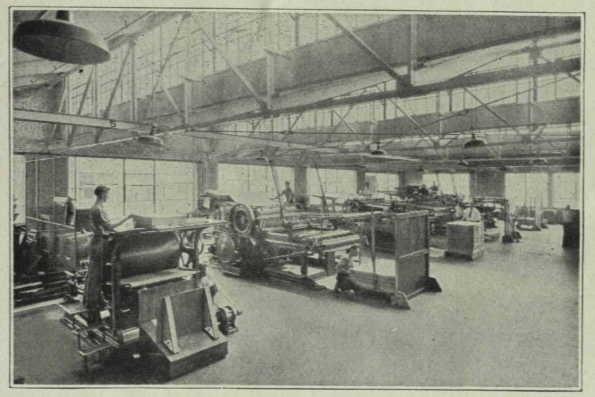
The true practice of present day packaging as the Empire people follow it does not consist merely in providing a sound, protective shipping carton for the shipper. Great possibilities in advertising have been discovered for these cartons, and so the box maker has had to add to his equipment a printing plant, an engraving plant, and even a staff of artists.

Paper as a packaging medium is comparatively late. History shows it was invented nearly 2,100 years ago, but it is only within the past twenty years or so that the familiar brown paper carton has taken a part in the commerce of the country. The paper which the box maker uses is called "box board", of which there are a number of kinds and qualities ranging from plain chipboard to high-grade clay-coated boards used in the manufacture of display boxes and other special cartons.

Usually the manufacturer who orders boxes for distributing his product wishes them to carry his message along with them—not alone for advertising but for the convenience of those handling them. This is where the artist, the engraver and the printer enter the Empire Box picture. The artists maintained by this company are specialists in display lettering and design, as well as color treatment and layout. It is a feature of Empire service that the customer may have the benefit of this artistic skill in designing his package advertisements without any extra cost.

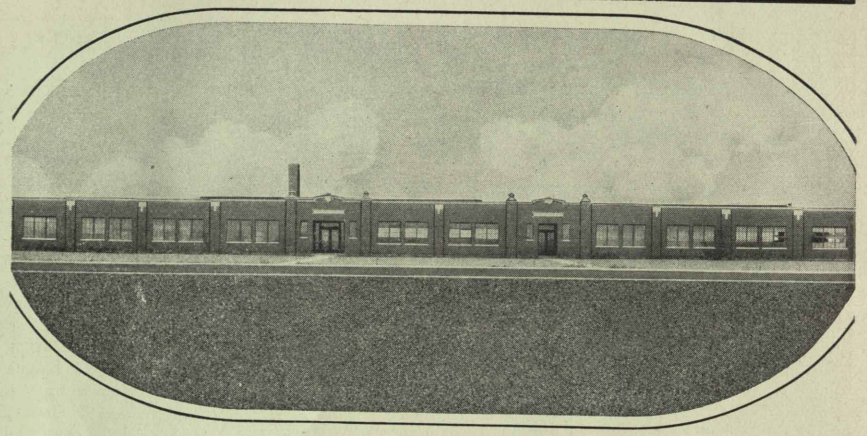
The artist's layout having been approved and finished up, it is turned over to the engraver, who makes a pattern zinc plate or plates (according to the number of colors to be shown). Then electrotypes are made from the zinc, which is preserved in the Empire company's files for future use. All printing is done from electrotypes.

The long strips of boxboard and the new design meet on the printing presses. The Empire Box Corporation has more than a half million dollars worth of the most modern printing equipment, with a capacity of producing 80 tons of boxes a day, and operating day and night. After the imprinting, the strips are sent through the die-cutting machines, which look very much like the printing presses, and cut to form and scored for the folding. Utmost accuracy is necessary here, for many of the Empire's boxes are made for use with automatic packaging machines, and no variation is permissible.



Die-cutting Machines in the Empire Factory.

After the cartons have been stripped (waste board removed), they are fed through a specially constructed gluing machine. Lock corner boxes, display cartons and the like do not require this operation, but shells, tuck-ends and other kinds do. A rigid inspection of all glued cartons is made in the Empire factory before they are allowed to go out.



The Empire Box Plant.

Certain types of cartons such as automatic suit boxes, must be stitched to give them adequate strength and durability. The Empire people maintain a battery of high speed stitching machines for this work.

And in packaging the boxes, Empire shows it is not afraid to "eat in its own restaurant", for specially constructed large boxboard containers made in the plant are furnished the packers for packing the packing, so to speak.

The Empire Box Corporation has in addition to the big plant at South Bend a general sales office at 330 South Wells St., Chicago. Representatives of the company are at work in all parts of the United States helping to solve their part of the great problem of distribution.

Among the well-known concerns using Empire boxes for the shipment of their products are the Continental Baking Corporation, the Cracker Jack Company, the Great Atlantic and Pacific Tea Company, the Grennan Bakeries, the Jewel Tea Company, the Kroger Grocery and Baking Company, Liggett & Myers Tobacco Company, Ralston Purina Company, Sherwin-Williams Company, Sonatron Tube Company, Wilson and Company, F. W. Woolworth Company, and Allen B. Wrisley Company.

The Empire factory, a model plant from the standpoint of efficiency and cleanliness, is always open for inspection to any interested customers or friends. An invitation is extended by the management to come in and enjoy a personally conducted tour of the plant. Ask the South Shore ticket agent at South Bend how to find it.

Your study of packaging could be made in no more scientific or complete laboratory than the Empire plant.

Mount Tom of the Dunes

I wish that I could tell what Mount Tom said to me,
I wish that I could be as firmly fixed as he.
Though southwind and sun besiege with love's caress
And gentle rains and dews with flowers bedeck his dress,
No soft croon of scented breeze nor crown of verdure rare
Excites a change within, no fitful passions there.

I've watched the sleet and snow beat wild about his crest;
I've seen them in their rage wrest jewels from his breast;
Though storms roar or winds rave, he scorns external din,
The rage may mar his face but he is calm within.
No drift of weary years or wear of time and tide
Can move him from his place, Lake Michigan beside.

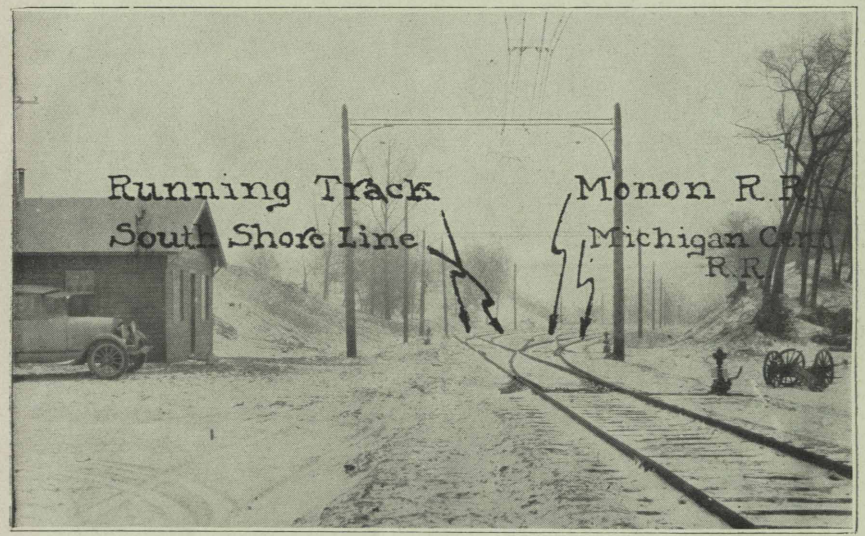
. . . . . .

I wish that I might make such majesty my own,
And stand undaunted still, e'en though I stood alone.

—A. M. W.
—Gary Post-Tribune "Flre Dust".

Commuters: Extra fast morning diner train to Chicago now leaves South Bend station, Michigan St. and LaSalle Ave., at 7:05 A. M. Two hours to downtown Chicago!

New Michigan Central-Monon Interchange



This is the west end of the new interchange layout connecting the South Shore Line with the Michigan Central and the Monon Route west of Michigan City. The arrows point to the various receiving and delivery tracks, with the fourth track, on the left, reserved as a "run-around". This interchange was put in operation Friday January 11, after a construction period lasting three months. From the juncture with the Michigan Central and the Monon back to the original South Shore Line sand-pit track it is 6,000 feet long.

February Sports
Via South Shore Line

College Basketball
11 Michigan at Northwestern
16 Purdue at Northwestern
23 Wisconsin at Northwestern
25 Indiana at Northwestern
(Games are played in Patten Gymnasium. Transfer to "L" at Randolph St., and take Evanston train.)

Skating
3 Races at Jackson Park, under auspices of Hyde Park Post, American Legion.
(Leave South Shore train at 63rd St., and walk east to Jackson Park.)

Big Ten Track (Indoor)
2 Minnesota at Chicago
(Transfer to "L" at 63rd St., and get off at University station.)
16 Illinois at Notre Dame
(Notre Dame street cars across the corner from South Bend passenger station.)

Professional Basketball
3 Chicago Bruins and Fort Wayne, White City Arena.
(Transfer to "L" at 63rd St., get off at South Park.)

Hockey
Blackhawks and—
3 New York Rangers
10 New York Americans
14 Montreal Canadiens
17 Boston Bruins
21 Ottawa Senators
24 Detroit Cougars

OGDEN DUNES SKI MEET BIG SUCCESS

(Continued from Page One)

and stations on the line. In spite of the heavy travel there was adequate train service for all, and the marked advantage enjoyed by train patrons over those who "rolled their own" was evident not only in the parking congestion but the crowded highways both before and after the meet.

APPRECIATIONS

South Shore Railroad,
South Bend, Indiana
Gentlemen:

Attention President

On December 10th I and my small son made a hurried trip to Chicago to attend a funeral, and on returning home I just missed the eight o'clock train leaving Chicago, so waited for the nine o'clock train which got me in South Bend at 11:30. As I live in Niles, I found to my distress that I had just missed the last train to Niles for that night. I was very, very tired and did not know what to do, as I had four other children at home whom I was anxious to return to.

The conductor on the nine o'clock train from Chicago, whose name I learned was Mr. Bartels, was so courteous and kind to me that I feel it merited calling your special attention to. Surely this is a good recommendation for the South Shore Line, and such conduct should be commended by you. I was so pleased I feel it my duty to call your attention to Mr. Bartels' kindness.

Sincerely,
(signed) Mrs. Hazel Armstrong.

The Chicago South Shore and South Bend Railroad,
72 West Adams Street,
Chicago, Illinois.
Gentlemen:

I cannot allow this New Year's day to slip away without asking you to extend my sincere thanks to one of your employes for the very considerable service he rendered last night thus saving me embarrassing consequences which in default of his assistance, would have followed.

After a day at the dunes I reached the Tremont station to return to the city for a New Year's eve engagement, only to find that the 5:02 train (the last one which would enable me to reach the city in time) had left. At the suggestion of the Tremont agent I took the next train for Michigan City, and there transfered to the Chicago Limited leaving at 5:48. In the twenty minute layover at Michigan City, I was able to call my home in Chicago, and ask that a bag be packed with my clothes for the evening and handed to me as the train passed through 63rd street. I informed the conductor* of what I proposed to do, and he saw that I was the first one off the train at 63rd, where I was handed a suitcase as arranged by phone. Returning to the train before it left the station, I explained the necessity of getting out of the hiking outfit before I reached the loop, and the conductor placed at my disposal space where I was able to make a quick change during the time the train was proceeding to the loop. Thanks to his courtesy, I was able to reach my evening's engagement only a few minutes late.

I am asking you to take the trouble to extend my thanks to the conductor in question, since ignorance of his name makes direct communication impossible. I know only that he was in the front car (No. 17) of the train which left Michigan City at 5:48 P. M. on Dec. 31st, 1928.

With sincere appreciation of the service of your road, I am,

Yours very truly,
(signed) Clifton M. Utley.

* Conductor Bartels.

Mr. R. E. Jamieson, D. P. A.,
79 W. Monroe St.,
Chicago, Illinois.
Dear Sir:

I wish to take this way of complimenting the South Shore on their trainmen in general and especially two of your conductors. I have had the pleasure to ride with them and will say that they are above the average.

I do not know the name of either but one had charge of the train leaving here at 1:00 P. M. Saturday, December 22nd,* the other on the 7:00 P. M. train from South Bend last evening, December 25th.**

The train from South Bend was crowded and from Michigan City to Gary many had to stand; yet he was very courteous and at the same time entirely businesslike in the performance of his work.

It is just such men as these that the traveling public are bound to hear about and want to travel with, and it certainly is a credit for any to have them handling their trains.

Yours truly,
B. H. Geyer.

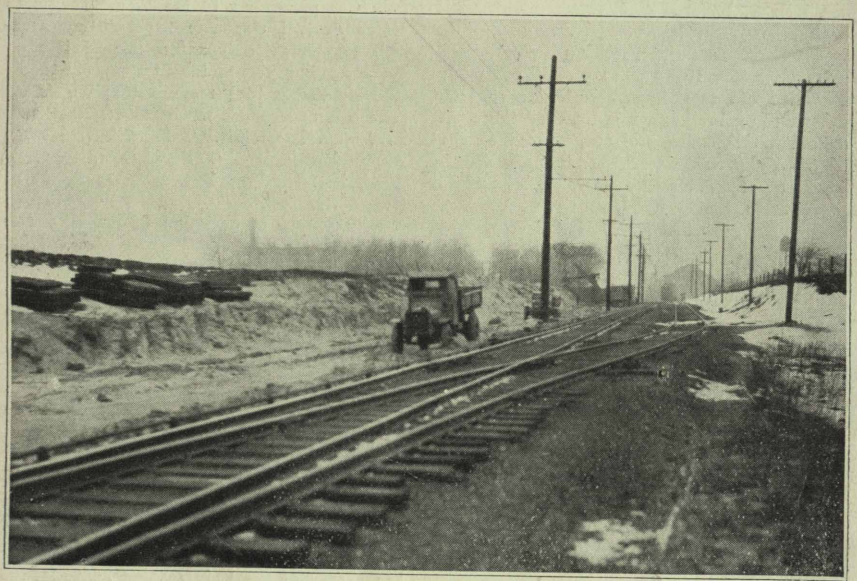
* Conductor Bybee.
** Conductor Platt.

OUTING AND HOME BUREAUS AID MANY

(Continued from Page One)

The Outing Bureau, easily reached by calling Randolph 8200, has on hand immediate dependable information of every sort about Chicago and a hundred miles around. When you are planning a weekend outing, ask these people where to go. You will be astonished at the variety of interesting jaunts you can make at small cost for a day, two days or more if you wish.

New Shops Freight Track Begun



A third passing track running past the General Offices at Michigan City, from Trail Creek west 3,000 feet, is now under construction, as shown by the picture above. This track will be used to facilitate increasing freight train moves through the home yard, and will be put in service about March 1.

CROSSING HAZARD ON INCREASE: ENGINEER

Despite the agitation for elimination of grade crossings in this country, county, state and national authorities continue putting new ones in faster than old ones are eliminated.

According to W. A. Underwood, superintendent of Ways and Structures for the South Shore Line, a new attitude toward traffic problems as they affect railroad crossings must come before progress can be made in the removal of this hazard.

Summarizing the statae of affairs today, Mr. Underwood recently gave out the following paragraphs:

1. The elimination of grade crossings is going on at a rate of about one-third less than new streets are being opened across railroad grades. This condition obviously must cease if grade crossing hazards are to decreaase.

2. Better not to permit a crossing at all if by so doing a hazardous condition is created.

3. The necessity for the frequent spacing of crossings is not required today by a specific, arbitrary distance between them as it was a few years ago. This should be determined by the density of traffic, real or estimated, and the capacity of the crossings to carry it. Their convenience to certain people or their financial value to some private interest should have little or no weight in determining the necessity for a grade crossing.

4. The money expended due to casualties, maintenance of crossings, including crossing protection, and to delays to the public due to grade crossings would carry a substantial investment in structure required to build the highways at separate grades.

Free Speaking Service

Call on the South Shore Speakers' Association when your organization wishes an interesting twenty or thirty-minute talk on features of this territory or on transportation. Write or phone South Shore General Office, telephone 2100, Michigan City.

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 MARCH, 1929 No. 5

New Special Menus in S. S. L. Diners

INTRODUCTION of a new special luncheon and special dinner on the menus of South Shore Line diners, effective March 1, is announced by the management.

According to Charles H. Jones, general manager of the road, suggestions from patrons that special one-price meals be introduced have made the change desirable.

Sample menus, furnished by the Dining Car department for the sake of illustration, are as follows:

SPECIAL SOUTH SHORE DINNER
$1.50 per Person

Shrimp Cocktail
Cream of Tomato
Green Olives
Choice
Baked Lake Trout, Spanish Sauce
Fried N. Y. Count Oysters
Tartare Sauce
Individual Boneless Chicken Pie
Grilled South Shore Sirloin Steak
Baked or French Fried Potatoes
June Peas or New Cabbage, Creamed
Head Lettuce Salad
Thousand Island Dressing
Choice
Rice Custard Pudding with Cream
Fresh Rhubarb Pie
Imported Roquefort Cheese
Toasted Crackers
Hot Bran Muffins
Coffee Tea Milk

SPECIAL SOUTH SHORE LUNCHEON
One Dollar per Person

Cream of Tomato
Choice
Baked Lake Trout, Spanish Sauce
Boiled Sugar-cured Ham
Currant Jelly Omelet
s Chicken Pie
own Potatoes
with Cream
ns
Milk

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(Continued on page 7)

LIFE-SAVING MEDAL DESIGN IS ACCEPTED

The design for the life-saving medal created by the Midland Utilities Company for award to employes of the South Shore Line and other subsidiary companies in the Midland group has been accepted.

The medal is the work of Anthony de Francisci, well known New York sculptor, who designed the current U. S. Silver Dollar, the U. S. War Department Insignias and several medals which have achieved wide recognition.

Made of Silver

The medal, which is known as the Midland Utilities Medal will be made of silver. It will be awarded in two different designs, one for heroism in connection with the saving of human life and the other for life saving by resuscitation or in any other manner.

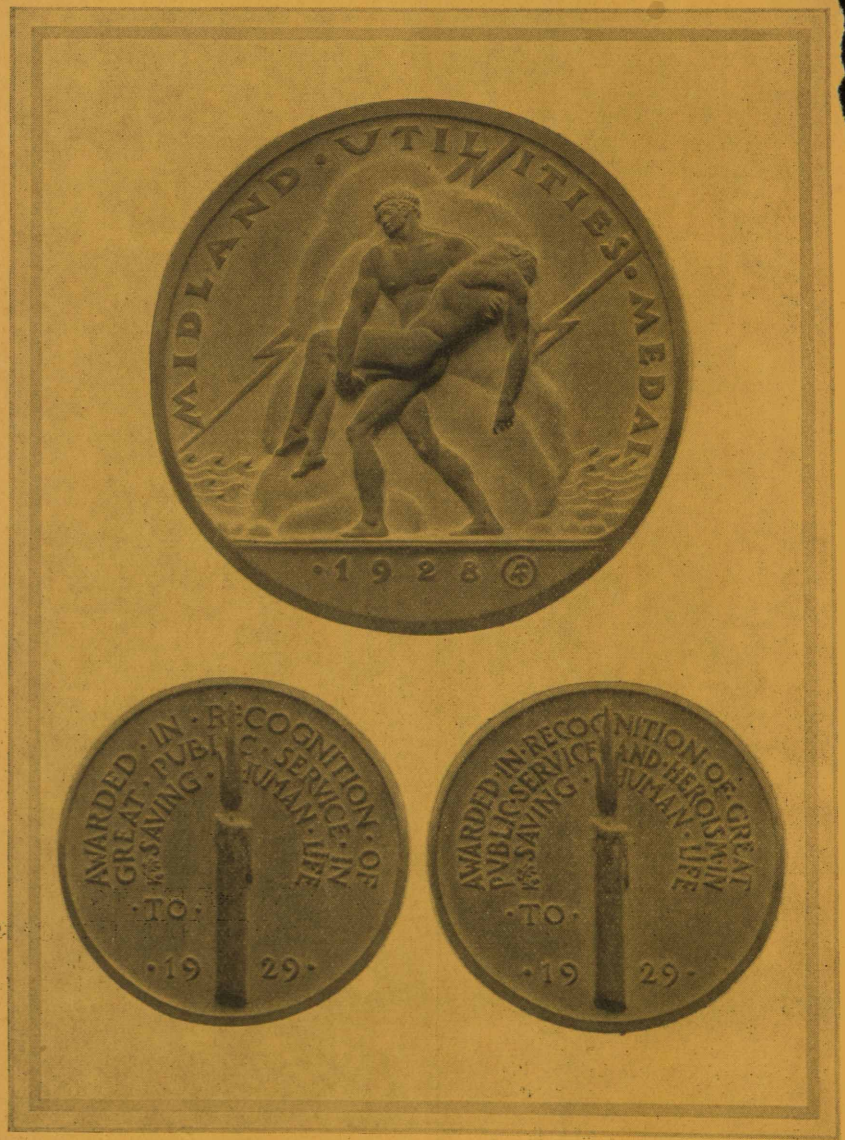
On the face of both medals, in bas relief, appears a powerful, god-like figure bearing in his arms the limp body of another. Man's relentless enemies, the elements in nature, are represented in the background. The year of the founding of the medal—1928—and the inscription—Midland Utilities Medal—appear on the obverse face of the medal.

SOUTH SHORE HAULS FIRST SLEEPING CAR

The first Pullman sleeper in the history of the South Shore Line was used February 16 to bring 35 members of the University of Illinois track team from South Bend to Chicago.

The team, scheduled for a track meet with Notre Dame University that night, went from Chicago to South Bend in a special car attached to one of the hourly South Bend Limited trains. On conclusion of the meet, the 16-section sleeping car was ready at the South Shore Line terminal for the athletes to retire, and left South Bend at 4 A. M. attached to a Chicago Limited train, for Roosevelt Road, Chicago.

Midland Utilities Medal


MIDLAND · UTILITIES · MEDAL
· 1928 ·
AWARDED · IN · RECOGNITION · OF · GREAT · PUBLIC · SERVICE · IN · SAVING · HUMAN · LIFE
· TO ·
· 19 29 ·
AWARDED · IN · RECOGNITION · OF · GREAT · PUBLIC · SERVICE · AND · HEROISM · IN · SAVING · HUMAN · LIFE
· TO ·
· 19 29 ·

Above—Obverse or face of Midland Utilities Medal to be awarded employes for life saving. Below—Reverse sides of the life-saving medals, reproduced in actual size, showing symbolic treatment of subject and distinguishing inscriptions. That to the left mentions "Great public service in saving human life," while the face pictured at the right mentions also "heroism".

SOUTH SHORE AIDS DUNELAND PROJECT

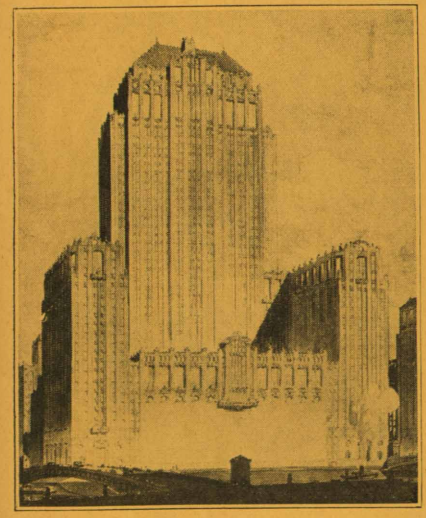
Announcement that $25,000 had been pledged on behalf of the South Shore Line and the Northern Indiana Public Service company, for the development of Indiana Dunes State park and that a like sum had been pledged by Julius Rosenwald, Chicago philanthropist, was made by Daniel H. Burnham, president of the Chicago Regional Planning association, at a recent luncheon of the organization in Chicago.

The gifts are a part of an indefinite fund being raised for the benefit of Dunes Park by the plan association, which has promised that $100,000 will be turned over to the Indiana authorities by the last of this month.

The gift, however, is predicated upon the action of the state assembly which has been asked to appropriate $350,000 for 1929 park purpose, $250,000 to be available April 1.

At a dinner tendered legislators of Lake, LaPorte and Porter counties in Indianapolis in February, Colonel Lieber disclosed plans of the Conservation Department to construct a paved highway through the Park to the lake shore, to build a bathhouse to accommodate 10,000 persons, and to provide suitable parking space for autos.

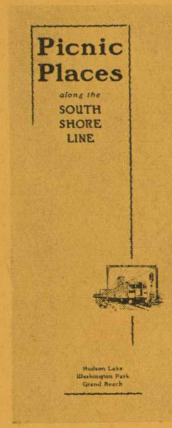
New Opera Building



This is an architect's drawing of the new home of the Chicago Civic Opera, at 20 West Wacker Drive, Chicago. This sketch is of the river front elevation.

NEW PICNIC FOLDER HAS VALUABLE TIPS

Now that company picnic committees are in the heyday of their plans, South Shore Line has a new picnic folder just off the press giving valuable hints on places to hold the annual outing.



Before your committee does all its deciding, get in touch with the Traffic Department, South Shore Line, 79 W. Monroe St., Chicago, phone Randolph 8200, or the South Bend office, 301 N. Michigan St., phone 2-5764, and ask for a picnic folder.

Drop in at the Outing and Recreation Bureau, 72 W. Adams St., Chicago and obtain one. You will be received courteously.

NEW CARLOAD FREIGHT MARK SET IN FEBRUARY

Carload freight service on the South Shore Line set a new mark February 13 past, when 534 cars of freight were handled during the course of the day on this line.

Since the change of management in 1925, when 50 cars a day was about the record, the high mark prior to this banner day has been 501, reached in March, 1928. According to freight operating figures the 1929 peak probably will come in March.

Completion of three new freight interchanges, with the New York Central at South Bend, the Michigan Central and Monon Route at Michigan City, together with improving and lengthening of other transfers and bringing the South Shore Line into direct connection with thirteen steam railroads will develop still further the carload possibilities. South Shore Line is now rapidly gaining recognition as the modern way to ship through Chicago.

Free Speaking Service

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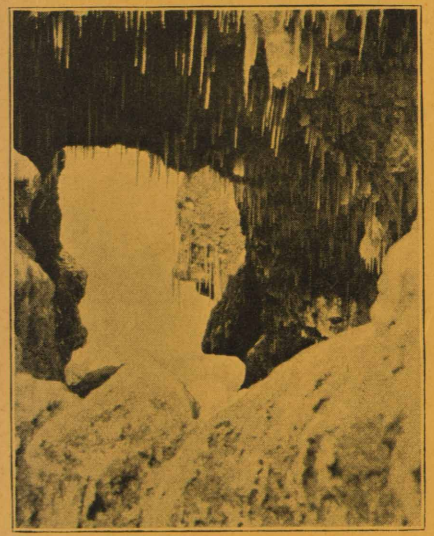
Lake Front in Winter



The ice-bound southern shore line of Lake Michigan at this time of the year is a fertile field for the amateur cameraman.

The picture above shows an ice cave photographed after a big storm some years ago, on the beach at Michigan City. E. R. Milhous, a South Shore Line motorman, was the photographer. Among the snapshots in his albums are pictures of great ice bridges, icebergs, as high as 45 feet, huge icicles, and floes that resemble those of the arctic regions. Bring your camera to Michigan City before the ice goes out, and try your hand at exploring.

HALF OF 1929 NEW CARS IN SERVICE

All ten of the new passenger motor cars recently turned out by the Standard Steel Car company of Hammond, Ind., for the South Shore Line have been conditioned and put in service.

These cars are the first half of the fleet of 20 new passenger cars, 15 motors and five trailers, to be put in service in 1929. The remaining five motors and five trailers will be delivered in the spring.

Total passenger equipment new to the service since the change of management in 1925, with the spring delivery, will be 69 cars.

New Parlor Chairs

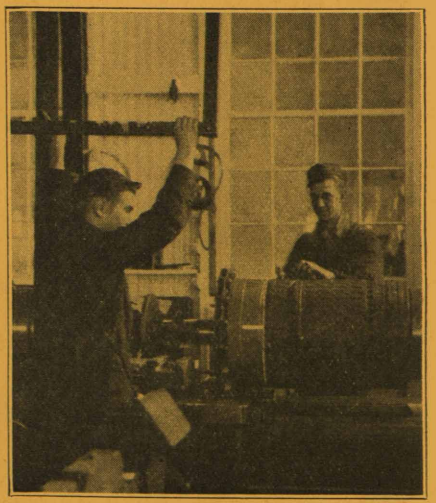
The long-awaited new revolving chairs for South Shore Line parlor cars are to be ready for patrons shortly after March 10. The utmost in comfort and travel privacy are offered the public in these chairs, coupled with the other exclusive features of this deluxe service. Considering the low cost of enjoying this added convenience, 50 cents to any point on the line, the new chairs are expected to achieve immediate popularity.

EMPLOYE CHORUS IS BEING FORMED

First steps in the organization of a men's chorus among South Shore Line employes have been taken.

Approximately 18 voices are to be included, and training will be instituted shortly toward the developing of a well-qualified singing group that can appear in concert before the public.

Unseen Service



These men are part of the South Shore Line's "unseen service"—electricians in the Michigan City shops. The picture shows them banding an armature of one of the big motors that drive the passenger trains. Constant inspection and repair work is going on in the shops, to keep equipment up to the minute in efficiency and guarantee your safe arrival at destination after a South Shore Line trip.

SHIFT AT CROSSINGS, SAYS SAFETY SCRIBE

The experienced chauffeur in the operation of his car makes numerous motions without conscious effort. Pressure on the accelerator, for instance, is largely gauged through unconscious effort. Shifting of gears becomes automatic. The driver speeds along through traffic thoughtless of the motions of his hands on the steering-wheel. Automobile driving becomes a natural movement like walking, or like operating a typewriter with no thought of finding the keys.

My friend the psychologist said that if every newspaper in the land would start tomorrow to school automobilists in simple rules calculated to govern safe driving and keep it up for a month he believed that the appalling casualties of the road could be cut in half this year. He took the tragedy we had witnessed as a case in point (a crossing accident). It was fair to assume, from the circumstances, that the reason that man had driven in front of our train was because he was not "grade-crossing conscious". No matter how deep his temporary abstraction, if he had approached the track with a sub-conscious emotion of peril his life would doubtless have been saved.

Must Make Motion

To create such mental habit in him it is necessary for him to make some motion or do something to the mechanism of his car, and realize that this is as necessary as to use the brake to stop or the steering-wheel to turn. When this idea has penetrated to the subconscious mind the action becomes automatic. "Railroad crossing—do something!" Exactly as, "Car coming, keep to the right!"

The something that the automobilist may learn to do habitually when he approaches a railroad crossing is to change gears, out of high speed and into second or first speed. When a car is in rapid motion this process is not simple. It means that the brake must be used to slow the car to a point where the clutch will grasp the lower speeds. The important fact is that this requires mental exertion. It cannot be done while one is drowsing. It wakes one up. And it forces the mind to take cognizance of a peril ahead. Railroad crossing—look! You are in reduced speed. Your car is now in control. If there is danger you may stop. If there is need of a sudden burst of speed the getaway in second speed may be more rapid and much better controlled and more certain than were the clutch in high, if the speedometer is registering under 20.

A Simple Rule

Therefore, the psychology of the grade-crossing evil calls for instruction of all drivers in the simple rule: You must change gears before crossing a railroad track.

If this rule were to be blazoned forth across the land by all the arts of modern publicity, according to my friend, it would save hundreds of lives. I make bold to suggest to city editors that they advise with local railroad or government authorities concerning the soundness of this point, and if found true, give it print. It would be better stuff for an automobile page than a lot of the dope that often litters many such pages. And it is but one bit of applied reasoning, whereas the psychological processes of the reckless driver are all susceptible to analysis.

-:- APPRECIATIONS -:-

Iowa State Penitentiary,
Fort Madison, Iowa

Mr. O. H. Hansen,
Michigan City, Indiana

Dear Sir:

Yours of the 16th inst. at hand, enclosing check for $2.00 and contents noted.

In reply wish to state I certainly appreciate the prompt adjustment, and thank you for same. Also wish to say that I find the employes in the train service on the South Shore a fine bunch of fellows, really an exception to those you find on most railroads. Have been in the railroad service myself for 35 years, as conductor and yardmaster prior to working for the State the past six years.

Any business I can solicit for your line I will certainly do so.

I thank you.

Yours truly,
(signed) WM. L. TORDT

Chicago, Illinois,
February 18th, 1929

Chicago South Shore and South Bend R. R.
72 West Adams Street,
Chicago, Illinois

Gentlemen:

When I was in East Chicago Friday evening, February 15, I had some difficulty locating the people whom I was visiting. Your agent, Mr. T. Bougurz, assisted me greatly in locating my friends who had moved and were not listed in the telephone book.

I appreciated very much this courtesy and the time and trouble that he took to help me locate my friends. I am sure Mr. Bourgurz will establish a great deal of good will for your company.

Very truly yours,
(signed) G. B. CRAIG.

Maine Opera School Is Artist Group

A NEW contribution of Indiana to the art and music world is the Olive Maine School of Opera, in South Bend. It is a development supported by local interest and patronized by artists interested in encouraging opera in English; a group of young people who, under the guidance of Mrs. Maine, are endeavoring to develop their musical ability, to get semi-professional stage experience and in addition, to contribute to the musical advantages of their community.

The instigator of this rather remarkable idea —at least so far as opera is concerned—is

Olive Maine

Mrs. Maine, who has had long and varied experience as a leader of choral societies, a teacher of voice, and a member of the Chicago Civic Opera company.

Personnel

The personnel of the studio includes besides Mrs. Maine and her accompanist, three vocal instructors (all advanced students of Mrs. Maine), two piano teachers, teachers of art, dancing and dramatic art; also a Secretary-Registrar and an assistant accompanist.

The school occupies the third and fourth floors of the former Masonic Temple. Its quarters are ideally arranged with reception rooms, property rooms, and dressing rooms, situated about the little auditorium, which seats some four hundred and fifty people. The stage is well equipped and well lighted. The decorations are in French gray with heavy taupe velvet curtains and amber border and bracket lights. The floor above the auditorium is devoted to workrooms where the stage scenery is designed and built, and members have an opportunity to develop along mechanical lines as well as artistic.

Ambitious Schedule

The schedule for the year is an ambitious one. Last year the school presented five operas: "The Court Jester", "Zanetto" (the American premiere), "Cavalleria Rusticana" (two performances), "The Persian Garden", and "Il Trovatore". This season they have already presented two more performances of "Cavalleria" and three of "Rigoletto" and will give "Martha" and "Faust" in March and May respectively. Not only does this active group schedule operas among its activities, but in addition gives monthly twilight musicales and three faculty recitals during the winter. Its people are all active in the musical affairs of South Bend as directors of choirs and glee clubs, church soloists, choir singers, and in supplying entertainment for club luncheons and functions of all sorts. It is a new departure and the fact that several of those connected with the school have become recognized professionals renders it of even greater interest.

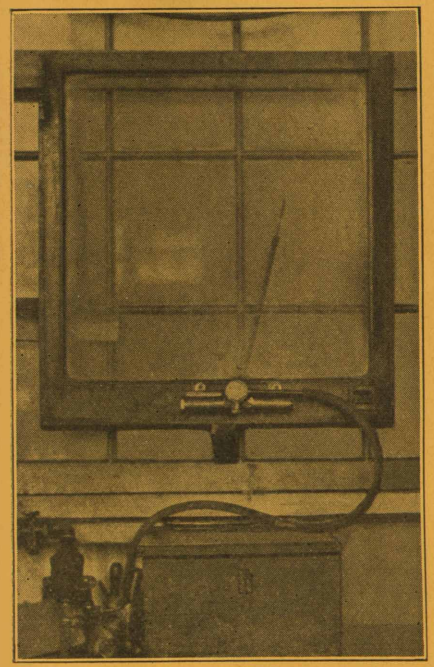
SOUTH SHORE LINE CLOSES STOCK SALE

With 6,100 shares sold locally and employe subscription over 90 per cent, the South Shore Line closed the sale of its 6½ per cent preferred stock Wednesday, February 20, the management announced.

The original issue was 15,000 shares, offered to the public on December 1, 1928 by South Shore Line employes and the Utility Securities company of Chicago. To prevent cancellations from over-subscription, it was necessary to bring the sale to a close at that time, it was announced.

The stock was a cumulative class A preferred, of par value $100, offered at $96.50 to yield more than 6½ per cent, payable quarterly. Notice has already been given of dividends to be paid March 1 to stockholders of record February 15.

Non-Stop Window Wiper



For the past six months South Shore Line has been pioneering in the application of a new kind of safety device, the Brugh Non-stop Window Wiper, called the only compressed-air wiper in use at the present time. It provides clear vision for the motorman in bad weather.

Invented by a former motorman of the line, the Brugh wiper is one of the most powerful and rugged devices of this kind ever built. Prior to its installation on the cars, a life test was made in South Shore Line shops. It ran a continuous test of 533 hours without a breakdown, and the parts which failed were strengthened so that it is now a very rugged device.

The mechanism is simple, as the picture shows. It is of solid brass construction, carefully machined, and designed so as to make the repair and replacement of moving parts easy. It is operated off the air line, and requires only 15 pounds pressure, but can accommodate as much as 150 pounds. The air is fed to the wiper through copper tubing, instead of the usual rubber tubing.

In the six months of its application on the South Shore Line, it has given highly satisfactory service, equipment men say. Minor adjustments have been worked out by the railroad and the Hays Corporation of Michigan City, manufacturers of the device, which have added to its efficiency and longevity.

NEW SPECIAL MENUS IN S. S. L. DINERS

(Continued from page 1)

Patrons will be afforded a still quicker service on their orders, and the range of dishes offered will be wide enough to meet a variety of tastes.

The relative inexpensiveness of this service, and the reputation for quality which South Shore Line meals have gained in the past, warrant your enjoying this new dining feature. Dining car trains leave Randolph St., Chicago, at 7 A. M., noon and 5:15 P. M., and leave the South Bend terminal, Michigan and LaSalle, at 7:05 A. M., noon and 5 P. M.

Scout Broadcasts

This is Wendell Eldred, Eagle Scout of Troop 18, St. Joseph Valley Council, South Bend, who made the Boy Scout talk over Station WSBT, the South Bend Tribune, February 12 under sponsorship of the South Shore Line.

Mr. Eldred's talk was in commemoration of the 19th Scout Anniversary week, February 8-14.

Bankers Ride South Shore

This party, composed of South Bend members of the American Institute of Banking, had a special section on the Fort Dearborn Limited, Washington's birthday, on their way to a day's outing in Chicago. They visited the Stockyards, the Field Museum, the Art Institute and one of the theaters, returning home in the late evening. Trips of this sort are becoming more popular with each party. South Shore Line traffic men can arrange them for you at any time.

FREE TALKS, MOVIES ON MUSEUM PROGRAM

The programs for the free lecture series and free motion picture entertainments for children at the Field Museum, Chicago, have been announced for March.

Both are held in the James Simpson theater of the Museum, the lectures on Saturday afternoons at 3, the picture entertainments at 10 and 11 A. M. Saturdays. To reach the Museum, leave your South Shore train at Roosevelt Road, and walk east over the bridge.

The programs:

March 2—From Cairo to the Cape
Captain Carl von Hoffman, F. R. G. S., New York

March 9—Man-Hunting in the Jungle
Commander George M. Dyott, F. R. G. S., New York

March 16—Camera-Hunting on the Continental Divide
Mr. William L. Finley, American Nature Association

March 23—Prehistoric Man in America
Mr. Barnum Brown, American Museum of Natural History

March 30—Bryce, Zion and the Grand Canyons
(Illustrated with Lumiere Autochrome plates) Dr. C. C. Schneider, Member of the Sierra Club

Picture Entertainments

March 2—The Delta of the Nile
In and About Cairo
Life in the Sahara
The Cabbage Butterfly
Brooding Chickens

March 9—Romance of Rubber
Our Dog Friends
Yosemite's New Roads
Peanuts

March 16—Rome, the Eternal City
Naples and Vesuvius
The Buried City
Our Animals and How They Help Us

March 23—Story of Our National Parks
Volcanoes
Birds of Prey
Felling Forest Giants

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South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 APRIL, 1929 No. 6

South Shore Is Homeseekers' Mecca

WITH the arrival of spring thousands of families in the Chicago area begin to talk about summer homes.

The first question that arises, where to build or rent a warm weather residence, is suitably answered down along the wooded southern shore line of Lake Michigan, in the famous dunelands and lake country of Northern Indiana along the South Shore Line.

Literally thousands of attractive homesites, picturesque, modernized and convenient to Chicago, South Bend and intermediate cities on this railroad, are waiting for the builder to come. Each year sees a large immigration of new home owners into this attractive region. It is only a question of time, so the experts say, when there will stretch from the southern and eastern limits of Chicago to South Bend virtually an unbroken line of new home communities.

To Rent Also

For those who plan to rent rather than buy, the lake front suburban colonies of Gary, Michigan City, and the Michigan east shore, served by connecting motor coach service out of Michigan City, are ideal. Summer homes with all modern conveniences, ranging from tiny cottages to veritable mansions, are obtainable at surprisingly satisfactory prices. Paved roads lead to the motor coach routes and South Shore Line cities, and the perfect white sand beaches are accessible to all. South Shore Line traffic men, at 79 W. Monroe St., phone 2-5764, South Bend, will be glad to put you in touch with rental possibilities.

Some representative subdivisions along the South Shore Line, where a wide variety of homesites are available, are suggested here:

Long Beach

One of the foremost restricted beach resorts in the territory is Long Beach, only 15 minutes out of Michigan City by connecting motor coaches. Paved roads, beautiful wooded hills, a splendid beach, and a golf club with full memberships given to property owners, are some of the advantages. Adjacent to Long Beach are Sheridan Beach, which is a part of Michigan City, and Duneland Beach. All are fully developed in beautiful, and in many cases, expensive homes.

Michiana Shores

Michiana Shores, a half hour out of Michi-

(Continued on Page 2)

30,000 HEAR BUREAU TALKS DURING 1928

That the message, "Metropolitan Chicago is the Recreational Center of the Nation and an Ideal Homeland," has touched a responsive chord is confirmed by the continual demand for speakers from the Outing and Recreation Bureau and the Own Your Own Home Bureau of Chicago. Both are maintained in part by the South Shore Line, at 72 West Adams St.

During the past year, 1928, more than 125 public addresses and illustrated talks were delivered before gatherings throughout the Metropolitan Region of Chicago. A part of that number comprised a series of radio broadcasts featured through a well known Chicago station in which the scenic wonders of the territory were described. Excepting the radio talks, it is estimated that upwards of 30,000 persons heard Bureau speakers.

Included in the representative organizations before whom speakers appeared are Gary Real Estate Board, River Forest Business Men, Maywood Community Clubs, Illinois Committee of the Association of Commerce, Chief Operators of the Illinois Bell Telephone Company, Lake Forest Kiwanis Club, Laymen's League of Chicago, World's Fair Committee, North Shore Hotel Men's Association, Chicago Urban League, Northwestern Business College, American Business Men's Club of Aurora, Racine Community Clubs, Parent Teachers Association of Michigan City, Central Improvement Club of Chicago, Hotel Greeters Association and the Gary High School Teachers.

In the first two months of the present year many other groups have arranged talks and with the influx of engagements, it is confidentially expected that 1929 will surpass 1928 in Bureau speeches.

SOUTH SHORE IS NOW HOMESEEKERS' MECCA

(Continued from Page 1)

gan City by Shore Line motor coach, is considered one of the unusual developments in this territory. This topographically beautiful tract of 600 acres has a shore line of two miles on Lake Michigan, and derives its name from the fact that it lies in two states, Michigan and Indiana. A number of fine homes have been built on it, and more are contemplated for this summer. A unique feature is the famous "Signal Tree", also known as the "Witness Tree". It is said this tree is more than 200 years old, and marks the spot of the disputed division line of the states of Michigan and Indiana.

Hudson Lake Beach

An established, thriving community at Hudson Lake Beach sponsored by a Chicago newspaper, the Southtown Economist, is gaining regularly in popularity. Buying first a small tract of land along the west shore of this beautiful Indiana lake, the paper offered attractive resort lots for sale, and has continued to meet an immediate demand.

Hudson Lake Beach is considered one of the last remaining desirable inland lake resort properties in ready reach of Chicago. It is easy for residents to use South Shore Line service, which puts them within an hour and three-quarters of downtown Chicago. Through this service, Hudson Lake Beach is ideal as a summer resort, since the family head can easily commute to business in Chicago or South Bend, or at the least, spend his weekends at the lake.

Each lot owner is given part ownership in a proposed clubhouse, free waterfront rights, graded roads, beaches, piers and bathhouses.

More than 4,000 lots have already been sold, according to the developers, and a number of attractive cottages have been built.

Ogden Dunes

In Ogden Dunes, served by South Shore Line trains at Wickliffe station a few minutes east of Gary, building of some of the most attractive homes in the entire South Shore region is now progressing. Nine new houses have gone up in the past year. Twenty to 30 more are looked for this season. Most of the residents commute daily to Gary and Chicago.

The duneland landscape in this region is unsurpassed, with high hills reaching far back toward the hinterland and a perfect sweep of white sand beach running throughout the length of the subdivision.

The Pines

Many modern homes are in evidence in The Pines, a new development two miles west of Michigan City, through which the South Shore Line runs. It is a subdivision of wooded homesites, with comfortably large lots, modern advantages and excellent transportation advantages. It is described as "an excellent building spot for the man and family who are tired of the noise of the city".

Beech Villa

Beech Villa, at Sagunay Lake, 17 miles east of Michigan City, already boasts a community beach, community clubhouse and a number of attractive cottages. Sagunay lake is pleasantly off the beaten trails, although close to the South Shore Line, and is a spring-fed, tree-bordered paradise for summer residents. The name "Sagunay" comes from a chief of the Pottawattomies who refused to emigrate with his tribe when they left this beauty spot, their campsite for generations.

Building in Ogden Dunes

Some modern conveniences are at hand and more are contemplated. In the meantime, according to the promoters, building and development goes on.

Other Sites Named

These are only a few of the possibilities in this homebuilding mecca. Others include, Aetna, just east of Gary; Duneland Beach, east of Long Beach, Michigan City; Grand Boulevard, immediately east of the new Gary Lakefront Park; Hyde Park in Gary; Inland Manor, south of the South Shore Line and east of Aetna; Lake Shore, a Bartlett development adjoining Michigan City to the west; and Sheridan and Long Beaches, at Michigan City.

South Shore Line train service, hourly out of Randolph St. I. C. Suburban station, Chicago, with stops at Van Buren St., Roosevelt Road, 53rd St., 63rd St., and Kensington (more frequent weekend service in summer) has done much to develop this great homebuilding region. Residents are within short commuting distance in virtually all the places mentioned, at low fares and with the utmost convenience and comfort.

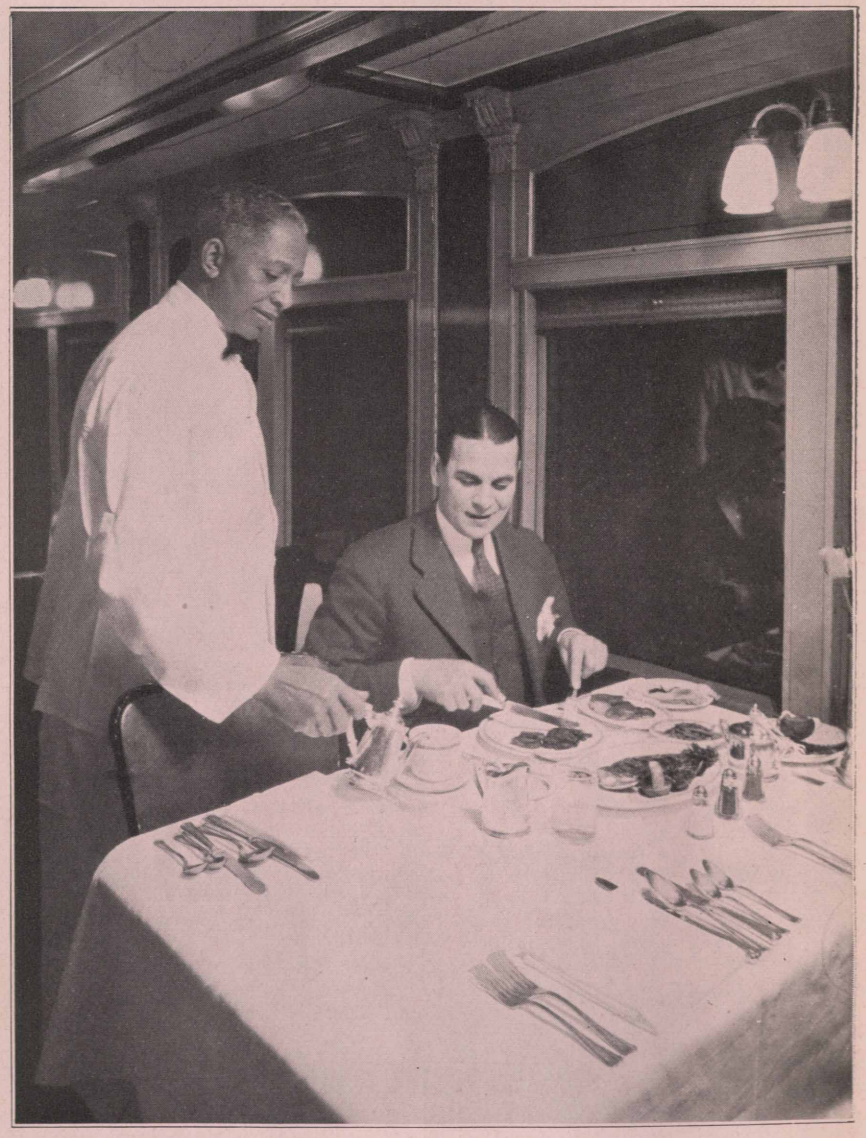
If you are interested in a homesite here, get in touch with the South Shore Line Traffic Department at 79 W. Monroe St., phone Randolph 8200, Chicago, or at 301 N. Michigan St., phone 2-5764, South Bend. Or drop in at the Own Your Own Home Bureau, 72 W. Adams St., Chicago, phone Randolph 8200.

A Michiana Shores Home

Picnickers

Call or write the Traffic Department, 79 W. Monroe St., phone Randolph 8200, Chicago, or 301 N. Michigan St., phone 2-5764, South Bend, about annual outing places along the South Shore Line.

Ask for the picnic folder, and tell your problems to a traffic man. In South Shore Line territory are some of the finest outing places of all the Chicago area, ideal for big company picnics.



Marked popularity is being accorded the newly announced special dinner and luncheon now being served in South Shore Line diners.

The dinner, priced at $1.50 and providing a multi-course, varied menu for the choice of the patron, is shown here as it is served in the dining cars. The luncheon is $1.00 and compares more than favorably with club menus in leading metropolitan hotels.

SOUTH SHORE AGAIN TOPS FREIGHT MARK

Six hundred and thirty cars of freight were handled by the South Shore Line within the 24 hours of March 17, an all-time record for this railroad.

This would be equivalent to approximately 15 trains of the ordinary length. It is merely a further indication of the rapid growth of carload freight service on this line, which before the change of management in 1925 seldom had a day of more than 50 cars. Constant track construction and additions to equipment have been necessitated by this growth, which is also augumented by a total of 13 steam railroad interchanges.

WENR HAS NEW PRESS SERVICE

Weekly press notices sent out by radio station WENR contain a wealth of interesting and often humorous ancedotes in connection with the operation of this powerful Chicago broadcasting plant.

WENR is operated on a wave length of 344.5 meters by the Great Lakes Broadcasting Company, which is jointly controlled by the Midland Utilities Company and other public utilities under the same general management.

According to Morgan L. Eastman, director of the station and pioneer radio man in Chicago, WENR has one of the largest musical libraries of any radio station in the world. There are more than 78,000 sheets of music in the collection, a great percentage of which was personally selected by Mr. Eastman on his frequent trips to European musical centers. He is in charge of the popular Edison Symphony Orchestra and president of the Chicago Broadcasters' Association.

Sunshine Hour Favored

Among the well-known features sponsored by this station is the "Sunshine Hour", consisting of a group of old and new musical selections. The titles of these numbers are not announced and the audience is asked to guess which is which. At the conclusion of this "blindfold test" the announcer gives all the titles.

NOTABLES TO GIVE SAFETY BROADCASTS

"Universal Safety" is soon to be carried directly into millions of American homes, through a series of thirteen consecutive weekly national radio addresses, to be broadcast by outstanding leaders in American life.

The following notables have already definitely agreed to talk:

Charles M. Schwab, Chairman of the Board, Bethlehem Steel Company; "Safety as a Factor in Industry".

Hon. Robert P. Lamont, Secretary of Commerce; "Safety a National Problem".

Hon. James J. Davis, Secretary of Labor; "Safety and the Worker".

Madam Schumann-Heink, world-famous concert and operatic star; "Safety in the Home".

Dr. Miller McClintock, Director, Albert Russell Erskine Bureau of Street Traffic Research, Harvard University; "Putting our Highways in Order".

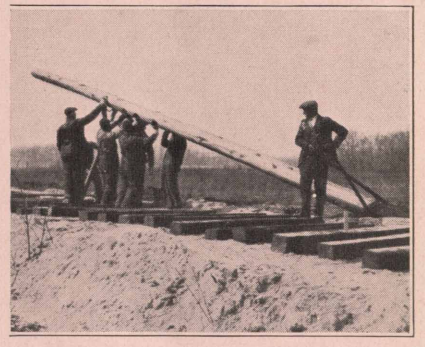
Others to Talk

President Henry A. Reninger of the National Safety Council, will introduce Mr. Schwab and outline the series at the initial program which will run from 7:00 to 7:30 on Saturday evening, April 20. The other talks will be given on successive Saturday evenings at 7:15.

Seven other widely known leaders have also been invited to take part in this vast Safety Symposium and the announcement of the entire list will be made in the immediate future.

The talks will be given a coast-to-coast hook-up.

Unseen Service



Seldom seen by South Shore Line passengers, but always necessary to the regular operation of trains are the linemen. This picture shows a line construction gang, directed by a foreman, replacing a pole support for the overhead.

Many verses and stories have been written about the line gangs who are called out in all kinds of weather to keep the harness on the giant Power. Most of them are far from fiction.

South Bend Is Home of the "Oreno"

MANY an attic is being pawed over this month in search of the old tackle box, rod and reel, as the fishing season draws close. Inevitably one thinks of the famous "Oreno" family in this connection,—"Bass-Oreno", "Teas-Oreno", "Trout-Oreno" and all the rest of the beloved children of the South Bend Bait Company, at South Bend, Ind.

The sport of fishing is virtually a rite among its devotees. For that reason it is hard to talk fishing intelligently to an ardent fisherman, because he knows so much more than you do—has fished in so many more places, caught so much bigger fish, and bragged about them so many more times than you have. But there is one password to the inner sanctum, and if you use it you entitle yourself to immediate audience with the most seasoned angler. That password is "Ivar Hennings". Ivar Hennings is owner and president of the South Bend Bait Company, and in the documents of the piscatorial art, he is second only to Izaak Walton.

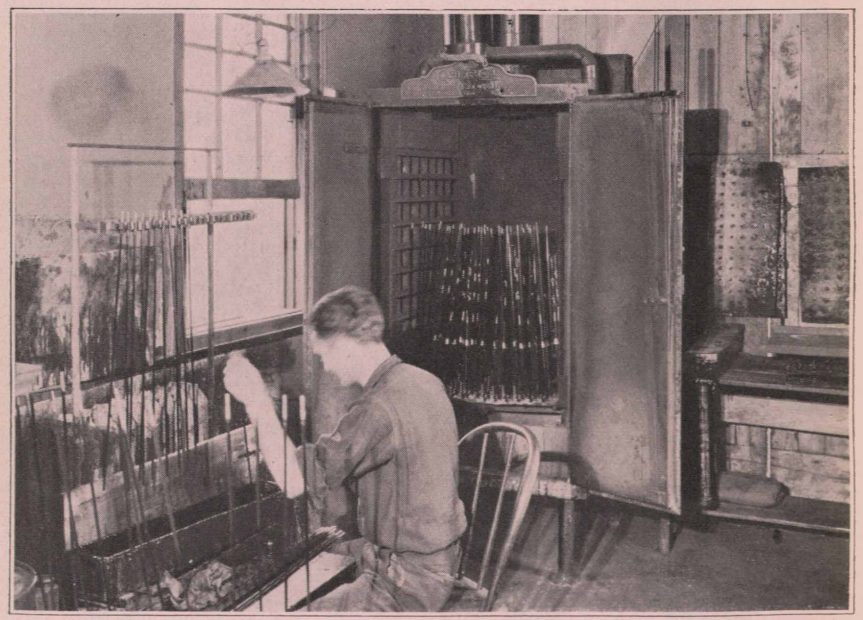
Fascinating to Anglers

Officials of the South Bend Bait Company say that when, as is almost daily the case, they undertake to show some hard-shelled old campaigner of the reefs and shoals through their factory, they frequently have some difficulty getting him out. He wants to stay all day. That is understandable if you happen to tour the plant yourself, for of all the places in the world to delight a fisherman's heart outside of lakes and streams, this factory is the greatest. Literally hundreds of lures, rods, feathers, leaders, spinners and other paraphernalia are laid out before you.

All Kinds of Lures

The lures, all of which bear names beginning or ending in the distinctive trade name "Oreno", appear in a multiplicity of sizes, shapes and colors. The wooden plugs are bought by the South Bend Bait Company, and turned into lures in their factory. Cutting machines fashion them, and the heavy, high-gloss lacquers are put on them in the paint rooms. Then come the eyes, spinners, feathers, hooks, according to the design. There seems to be not one, but a score of lures, for every fishing purpose.

Then of course there are rods, made of steel, trim and supple, each equipped with locking joint to prevent disalignment of the guides. And split bamboo rods. Now here is industry reaching the proportions of fine art, the making of these bamboos. The skill which the rodmakers of the South Bend company must have is common to no other type of work. So nice are the adjustments necessary to the fitting together of the long, narrow strips of bamboo that micrometers and special lathes, more costly than any other five machines in the plant, are used. The polishing and finishing of them, the silk windings, and the affixing of the hardware, all are minute tasks, unbelievably precise. Understand also that these people know beforehand just what the rod must weigh when it is finished, and they are held strictly to this limit. A fraction of an ounce off and they have failed.



Painting Steel Fishing Rods

How Ideas Come

On seeing such an unending array of fishing tackle as the South Bend Bait Company puts out, the questions naturally arise, "Where do you get all your ideas, and how do you know the lures will work?"

You get an interesting answer. They will tell you that they have on their correspondence lists approximately 200 men all over the country who are, practically, professional fishermen. That is, they do not have to do anything but fish, and of course no sane sportsman in that fortunate condition would do anything but fish. These men constitute their research personnel. They develop the ideas and send them along to their old friend, Ivar Hennings. He works the ideas out in hand-made models, and mails them to the fishing 200. There follow two seasons of testing, and then the reports come back. If they are not 75 per cent favorable, that lure ceases to exist. But if they are, you will see it on the counters of your favorite sporting goods store the following season.

Mounting Lures on Cards

As If Guaranteed

"We have a testing ground that runs from the Atlantic to the Pacific, from the Gulf of Mexico to the Arctic Circle," they say at the South Bend Bait Company. The inference is plain that any lure with the mark of the South Bend Bait Company on it that you may happen to buy has been tried out at least a thousand times before it is offered for sale to you.

Since the establishment of this company in 1911, its annual production of bait has grown from about 7,000 to nearly a million this year. Where there used to be only a handful of workers, there are now 145, and a great deal of the time they are working nights as well as days to keep up with the demand. Shipments go out, neatly carded or displayed or boxed, to the entire United States and 24 foreign countries as well.

CONDUCTED TOURS OF FIELD MUSEUM READY

Announcement of officially conducted tours through the exhibition halls of the Field Museum in Chicago during April is made by Stephen C. Sims, director.

These tours start at 11 A. M. and 3 P. M. daily except Saturday and Sunday, and each tour covers a specific subject, such as "Skeletons", "Desert Indians", etc. The services of a guide-lecturer also can be engaged without charge by special parties of ten or more, on written application a week in advance. Adult visitors are charged 25 cents except on Thursdays, Saturdays and Sundays when admission is free. Children are admitted free on all days. Faculty members, students and teachers are admitted free on identification.

The April free lecture course at the Museum, held at 3 P. M. each Saturday will be:

6 Bali—the Garden of the Gods
13 Recent Explorations in Time and Space
20 In the Cellars of the World
27 Indian Winter in the Labrador

Motion Pictures

The free motion picture entertainments for children, held at 10 and 11 A. M. Saturdays during the month, follow:

6 Familiar Foods from Foreign Lands
The Great White North
13 Scottish Tidbits
The Emerald Isle
British Castles
The Horse and the Man
National Bird Refuges
20 Arctic and Tropic Houses
Arctic and Tropic Boats and Fishermen
Wildflowers
27 Where Salmon Leap
A Cruise to the Land of the Midnight Sun

April Baseball

At Cubs' Park:

16, 17, 18, 19..... Pittsburgh
20, 21, 22, 23.....St. Louis

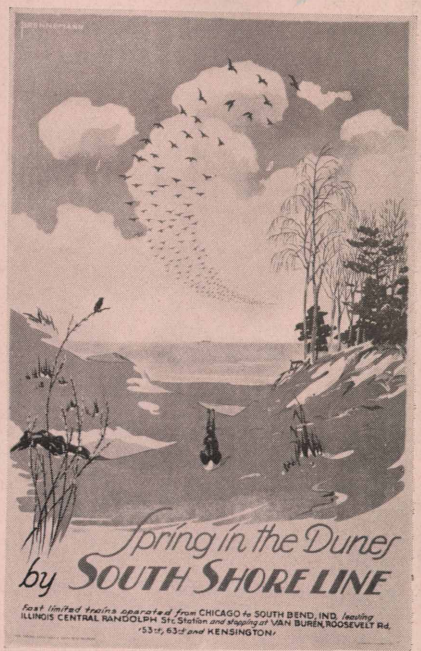
Leave South Shore Line train at Randolph St., and take Elevated North Side to Addison St.

At Sox Park:

24, 25, 26, 27.....St. Louis
28, 29, 30 ..... Cleveland

Leave South Shore Line train at Roosevelt Road, walk west to Rapid Transit (two blocks) and take any South Side train to 35th St. Walk west two blocks.

The Current Poster


Spring in the Dunes
by SOUTH SHORE LINE
fast limited trains operated from CHICAGO to SOUTH BEND, IND. leaving
ILLINOIS CENTRAL RANDOLPH St. Station and stopping at VAN BUREN, ROOSEVELT Rd.
53rd, 63rd and KENSINGTON

Warm Spring and some of her cohorts are the subjects of the South Shore Line poster now being displayed on Rapid Transit station platforms in Chicago and in South Shore Line stations.

This poster, painted by Otto Brennemann of Chicago, reflects the glow of the Duneland sun as it brings out the little wild life of Indiana Dunes State Park from its winter hibernation or exile. It is at this time of year that the Dunes are particularly interesting to nature students and hikers. Every trail reveals the record of the past winter, and the budding trees and blossoming spring flowers make a tour of the Park a thing of beauty.

While the romance of Spring is still on the Park, take a hiking trip through it. South Shore Line trains leave Chicago every other hour on the hour for Tremont, the "capital" of the Park. There you can have a lunch put up for you, and saying goodbye to civilization, swing into the big woods and mighty hills of this strange country for a day with Nature. Call the Traffic Department at 79 W. Monroe St., phone Randolph 8200, Chicago, or at 301 N. Michigan St., phone 2-5764, South Bend, for further information about this famous hiking ground.

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South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 MAY, 1929 No. 7

Change In Time Brings New Trains

COINCIDENT with the change in Chicago to daylight saving time April 28, South Shore Line announced a new and improved schedule of train service between Chicago and Hammond, East Chicago, Gary, Michigan City and South Bend. All trains are on Central Standard Time. (Add one hour for Chicago Daylight Saving time.)

The Fort Dearborn Limited, 2-hour dining car flyer to Chicago, now leaves the South Bend station, Michigan St. and LaSalle Ave., at 6:05 A. M., Michigan City at 6:48. A new train, leaving South Bend at 7:05 A. M. on an extra fast schedule, replaces it. In return service, the St. Joe Valley Limited, also a dining car train, leaves Randolph St. I. C. Suburban Station at 4:15 P. M. (5:15 Chicago time) for South Bend on an extra fast schedule. The after-theatre flyer now leaves Randolph St. at 10:15 P. M. (11:15 Chicago time) for the convenience of theater patrons—this train makes all regular limited train stops.

GET A NEW TIME FOLDER!

Ask your agent for a new time folder, showing the time changes effective April 28. Carry one in your pocket all the time—it is the safest guide to South Shore Line train service.

New Extra Fast Service

An innovation in fast service is the speeding up of the Garden City Limited, which leaves South Bend at 5:05 P. M., Michigan City 5:48, for a two-hour-five minute run to Randolph St., stopping, like the Fort Dearborn and St. Joe Valley trains, only at Michigan City and Gary en route to Chicago stations.

Leaving times for the half hourly express service out of Gary Chicago-bound are advanced from the hour to ten minutes before the hour. Times of these trains are affected likewise at East Chicago, Hammond and other stops on the express service.

Another change of note in limited train service is the starting of the Indiana Limited dining car train from Randolph St. station at 11 A. M. (noon Chicago time).

Improvement goes on, and will continue to go on, as growth of business warrants.

RECONCILIATION TRIPS PLANNED

Chicago Reconciliation Trips, study tours to points of interest in the Metropolitan area, are to be conducted this year under the direction of Prof. Frank O. Beck of Northwestern University.

The trips are affiliated with the national organization of Reconciliation Trips, which aims to put American citizens in touch with customs and peoples of other nations in our midst, social problems and the like. Last year the trips included a study of the Chicago Russian settlements, prisons, courts and crime, the Gary schools system and a number of other interesting subjects.

The Outing and Recreation Bureau, 72 West Adams St., Chicago, phone Randolph 8200, will make arrangements or give further information about these trips.

May Baseball

At Sox Park:

4, 5, 6, ... New York
7, 8, 9, ... Philadelphia
10, 11, 12, ... Washington
13, 14, 15, ... Boston
23, 24, 25, 26, ... Detroit
28, 29, 30, (doubleheader) ..... Cleveland

Leave South Shore Line train at 63rd St. take Elevated to 35th St., walk west two blocks.

At Cubs' Park:

17, 18, ... Cincinnati
19, 20, 21, ... Pittsburgh

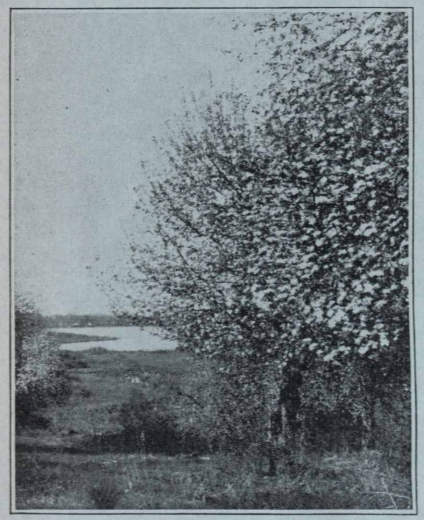
Leave South Shore Line train at 63rd St., St., and take Elevated North Side trains to Addison St.

"Drink," said the Irish preacher, "is the greatest curse of the country. It makes ye quarrel with yer neighbors. It makes ye shoot at yer landlord. And it makes ye miss him."

Blossom Time to Draw Big Crowds

MORE than 200,000 persons are expected to visit Berrien county, the greatest fruit producing area in Michigan, during the seventh annual Blossom Festival, which is to be staged in St. Joseph and Benton Harbor during the week of May 5 to 12.

Blossom Time



The annual festival of Michigan's fruit blossoms will take place May 5-12 at Benton Harbor-St. Joseph. Convenient South Shore Line train service and Shore Line Motor Coach service take you direct to the scene of the celebration.

NEW STADIUM WILL OFFER BIG EVENTS

The new indoor Stadium, at 1800 West Madison St., formally opened March 28 with the Loughran-Walker fight, promises to be the scene of many great events in the world of amusement and sport. It will seat 25,000 persons.

Its vast arena, 150 by 250 feet, is adapted to circuses, boxing matches, rodeos, bicycle races, track and field meets and even football games. Under its floor are 90,000 feet of pipe connecting to one of the largest icing machines of its kind in the world, for use in staging hockey games and public skating. Overhead is a giant pipe organ. Every seat is placed to afford a full view of the arena.

South Shore Line train service to Michigan City, with convenient transfer to Shore Line motor coaches going direct to St. Joseph-Benton Harbor, will solve the itinerary problem for those in the territory who wish to attend.

20 Cities Take Part

The 1929 Blossom Festival is expected to eclipse anything of its kind ever staged in the Middle West and more than 20 cities in western Michigan will participate in the mammoth celebration of the coming of the blossoms.

Seven years ago a group of twin city business men conceived the idea of celebrating the budding of the orchards from which come each year a vast harvest of peaches, apples, pears, cherries and plums. The first festival was a small local affair. Other communities have caught the spirit of the thing and this year Grand Rapids, Traverse City, Muskegon, Grand Haven, Holland, South Haven, Kalamazoo, Battle Creek, Three Rivers, and all of the smaller cities in the extreme southwestern corner of the state will take part in the celebration.

The Queen of the Blossoms is selected from a group of candidates from each city and she rules the Blossom Festival. This year the queen and her court of beautiful girls will make a 10-day vaudeville tour of the Butterfield theatre circuit, stopping at all of the important cities in the central and eastern part of the state.

The Program

A program covering a week of activities has been arranged by the committee in charge of the festival and will be as follows:

Monday Night: Queen's ball at Shadowland.

Tuesday and Wednesday: Air circus and dedication of the Benton Harbor air port together with a pageant telling the story of spring, blossoms, and fruit in which 400 school children participate at the big Filstrup stadium.

Thursday: Carnival night celebration.

Friday: Berrien county music festival.

Saturday: Mammoth floral parade in which 200 beautifully decorated floats compete for a thousand dollars worth of prizes.

Sunday: Blossom Sunday with services in all churches throughout southwestern Michigan.

Where Spring Puts On Her Prettiest Dress

The orchards of Western Michigan are a sight never to be forgotten at Blossom Time. This year the festival will be more impressive than ever, with a great air circus adding the spectacular to the beautiful. See it via South Shore Line—Shore Line Motor Coach.

Conducted Tours

Field Museum, Chicago

Monday, May 6—
11 A. M. Fish
3 P. M. Looms and Loom Products

Tuesday, May 7—
11 A. M. The Moon and Meteorites
3 P. M. Indian Ceremonies

Wednesday, May 8—
11 A. M. Sheep and Goats
3 P. M. Egypt

Thursday, May 9—
11 A. M. General Tour
3 P. M. General Tour

Friday, May 10—
11 A. M. Indian Houses
3 P. M. Arctic Life

Monday, May 13—
11 A. M. Birds of Shore and Swamp
3 P. M. Cereals and Cereal Products

Tuesday, May 14—
11 A. M. Papers—Past and Present
3 P. M. The Diamond and Other Precious Stones

Wednesday, May 15—
11 A. M. Animal Families
3 P. M. China

Thursday, May 16—
11 A. M. General Tour
3 P. M. General Tour

Friday, May 17—
11 A. M. Milanesia
3 P. M. Prehistoric Animals

Monday, May 20—
11 A. M. Primitive Weapons
3 P. M. Industries of the Chicago Region

Tuesday, May 21—
11 A. M. Plant Families
3 P. M. Ancient Burial Customs

Wednesday, May 22—
11 A. M. Skeletons
3 P. M. Africa

Thursday, May 23—
11 A. M. General Tour
3 P. M. General Tour

Friday, May 24—
11 A. M. Glass and Porcelain
3 P. M. Mexican Art

Monday, May 27—
11 A. M. Birds of Prey
3 P. M. Ancient Records

Tuesday, May 28—
11 A. M. Apes and Their Relatives
3 P. M. Oriental Theatricals

Wednesday, May 29—
11 A. M. Reptiles and Amphibians
3 P. M. Art of Madagascar

Ask your Ticket Agent for further information on these tours.

Lee Unionalls Made In South Bend

THE lowly overall, which might well be taken as the symbol of material progress in the United States, has a home in South Bend. It is the Lee Mercantile Company's plant, just north of the South Shore Line terminal yard and east of the St. Joe River.

In this great factory, which is only one of five, overalls, unionalls, work shirts and other related garments literally flow from one end of the plant to the other, going in as the new raw fabric and coming out as nicely finished goods.

Writing of their own production, the Lee people say:

"Practically all of Lee materials used in special Lee garments are produced under specifications furnished by the Lee Mercantile Company, the largest cutters of piece goods in the United States. During the year 1928 more than two million Lee Union-alls were sold, which if placed end to end would make a stretch of 1,988 miles or from New York to Denver. The buttons used on these Union-alls total more than twenty-four million and, one foot apart, would reach from San Francisco to New York and then to Oklahoma City.

"The thread used in making Lee garments in 1928 would span a stretch of 204,540 miles or 8 1/5 times around the world.

Throughout U. S.

"These garments are sold throughout the United States and in several foreign countries. Each territory is covered by a Lee salesman who is thoroughly conversant with his line and every salesman is a man of the highest integrity. The vast volume of business on Lee work garments has been established on a quality basis and on the fact that each customer is a 'repeat' one.

"At the South Bend plant approximately 475 operators are employed, producing approximately 10,000 garments per month.

"All Lee factories were originally equipped with the most up-to-date and efficient machinery, which has from time to time been replaced with machines that are considered better. It is with modern equipment and expert union labor that high standard of Lee Quality Overalls and Union-alls have been maintained.

"The Lee Mercantile Company was founded by H. D. Lee, a native of Ohio, engaged in that state in the oil business with John D. and William Rockefeller.

"On account of ill health he went to Salina, Kansas, in 1889 and established the Lee Wholesale Grocery business with a capital stock of $100,000. This business increased rapidly and eight years later he added to the grocery list the Notion Department in which was included overalls, work shirts and garments of that nature. These garments at first were not manufactured by the Lee Mercantile Company but purchased from other firms. Later this business grew to the extent that it became advisable to manufacture garments and it was at Salina, Kansas that the Lee Union-alls and Lee Work Garment Factories were originated.

"Later the work garment factory was moved to Kansas City, Mo. and at the present time the H. D. Lee Mercantile Company operate factories at Kansas City, Mo., South Bend, Ind., Trenton, N. J., Minneapolis, Minn., and San Francisco, Calif.

"Today Lee Work garment factories are the largest of their kind in the United States, producing a volume of between forty and fifty thousand garments a month. Lees are a nationally known brand, being advertised in all of the leading publications. They are sold to the customer under an absolute guarantee.

"The line today consists of approximately 132 numbers including Lee Overalls and Jackets, Lee Union-alls, Lee Play Suits, Lee Work Shirts, Lee Shop Coats, Lee Aviation Suits, in fact all garments required in the work garment field.

"Mr. Lee was very active in his organization, in fact was one of the most active members of the concern up until his death in the spring of 1928. After his death he was succeeded as president by L. C. Staples who is now active President of the H. D. Lee Mercantile Company factories.

"Frank Irvin is vice president, J. M. Mitchell secretary, E. E. Brentson, assistant secretary, F. C. Bachtold treasurer, G. S. Wayman auditor, C. A. Reynolds assistant treasurer and general sales manager."

FIRST AID TEAMS NOW IN SHOW ROLE

South Shore Line First Aid teams, the product of the 1928-29 training courses conducted by the management, are now out giving entertainment demonstrations before schools and clubs in the territory.

Teams will be available for evening programs. Call or write W. W. Clemmons, Safety Engineer, South Shore Line General Office, Michigan City, Ind.

Unseen Service

These are South Shore Line section men at work with a rail bender, maintaining track on a curve along the South Shore Line's right-of-way. During construction time more than 200 of these unseen workers are busy keeping the line in shape for the fast and frequent South Shore Line trains.

FRENCH ENGINEERS RIDE SOUTH SHORE

Thirty-five consulting engineers of France, on an extensive visit to this country, traveled over the South Shore Line, April 25, to inspect the steel mills at Gary.

The party, in charge of A. Dompierre, assistant traffic manager of the French Line. New York, left Randolph street suburban station in a special South Shore Line car, arriving in Gary at 2:30. After viewing the principal local plants they returned late in the afternoon to their headquarters in Chicago.

54 GOLF COURSES LISTED IN FOLDER

Fifty-four sporty golf courses in the Chicago area, open to all on payment of a reasonable green fee and accessible by fast South Shore Line and other electric railroad service, are listed in a new guide prepared for free distribution by the Outing and Recreation Bureau, 72 West Adams St., Chicago.

Your South Shore Line ticket agent will have some of these valuable guides. Ask him for one. The information contained in them includes data on the courses, green fees and how to go there.

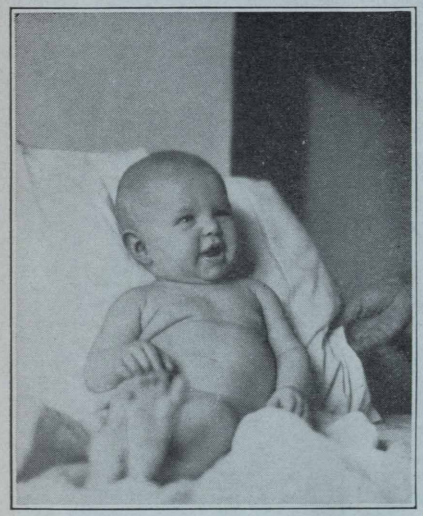
PARTY GROUPS USE SOUTH SHORE LINE

A number of special parties used the South Shore Line in March for trips to Gary and Chicago.

Approximately 100 members of the Studebaker Bowling League occupied three extra cars on the South Shore Line train leaving South Bend at 1 P. M. April 6, for Chicago, where they attended the theatre.

Seventy members of the South Bend Y. M. C. A. had two extra cars on this train to Gary, where they took a trip through the steel mills. They returned on the South Shore Line in the early afternoon.

Baby Week



President Hoover has issued a proclamation designating May 1st as National Child Health Day and in connection with this annual observance of May Day, the week of April 29th to May 4th will be Baby Week.

Child Health organizations throughout the country will try to impress upon the general public the fundamental importance of giving the baby the right start in life, thousands of whom suffer and die needlessly.

One of the foremost agencies working for the mental and physical health of little children is the Infant Welfare Society of Chicago which maintains twenty-two stations in the poorest districts of the city, each equipped with a staff of doctor and nurses. Last year the Infant Welfare Society of Chicago cared for more than 16,000 expectant mothers and little children, with an infant death rate of only thirteen per thousand babies cared for.

PLAY BRIDGE TO WENR RADIO AIRS

Radio is now furnishing a new kind of "public service" according to many letters received from women at WENR, Chicago.

They are using radio music as a secondary means of entertainment at afternoon bridge parties and teas. According to a majority of these letters, the women prefer to have soft instrumental music between 2:00 and 4:00 in the afternoon, at which time they are entertaining their friends at cards.

R. H. JAMES MADE VICE-PRESIDENT

Announcement has been made of the election of R. H. James as vice-president of the South Shore Line. He will have direction of all traffic matters, including rates and divisions.

Mr. James joined the Commonwealth Edison Company in May, 1925, and was appointed to the president's office, a position he still holds.

In December, 1925, he organized and was appointed executive in charge of the Traffic Bureau, and at the same time was also appointed vice chairman of the Executive Traffic Committee.

With State Line

He has been with the State Line Generating Company in various capacities since that company was organized. He was appointed assistant to the president of that company in September, 1926, and in March, 1928, he was elected vice president.

In June, 1928, he joined the Chicago South Shore and South Bend Railroad as assistant to the chairman and in March, 1929, was elected a vice president of that railroad.

In March, 1929, he was elected a vice president of the Chicago Aurora and Elgin Railroad company and in April, 1929, a vice president of the Chicago North Shore and Milwaukee Railroad Company.

Notre Dame Schedules

So famous has Notre Dame become in football, under the coaching system of Knute Rockne, that attention of the sport world is turning toward its teams in other fields of athletics:

Track

May 11—Michigan State at Notre Dame
June 8—National Collegiate championships at Chicago

Baseball

May 1—Wisconsin at Notre Dame
May 11—Northwestern at Notre Dame
May 14—Bradley at Notre Dame
May 18—Coe College at Notre Dame
May 20—Osaka-Manichi (Japan) at Notre Dame
May 22—Butler at Notre Dame
May 27-28—Marshall at Notre Dame
May 31—Wisconsin at Notre Dame
June 1—Michigan State at Notre Dame

Leave South Shore Line train at South Bend station, take Notre Dame street car across corners, direct for Cartier Field.

-:- APPRECIATIONS -:-

THE STUDEBAKER CORPORATION
South Bend, Indiana

C. W. Veach,
c/o South Shore Line,
301 N. Michigan St.
South Bend, Indiana
Dear Sir:

I feel your company ought to know how much the members of the Studebaker X14 Bowling League appreciate the wonderful service they received from you in planning and carrying through every detail of their trip to Chicago last Saturday.

One can, at the most, expect from a transportation company that the matter of conveying only would be taken care of, but your service department made all arrangements for dinner and entertainment which far exceeded our best hopes, and at a cost much below that which we had anticipated.

Yours sincerely,
(signed) A. DICK,
Asst. Supt. Body Division.

April 6, 1929

Mr. A. W. Oberfell,
General Freight Agent, South Shore Lines,
South Bend, Indiana
Mr. Oberfell:

It is a pleasure, indeed, to commend the splendid service given by the South Shore Line in the conveying of the members of the Chicago Chamber of Commerce Glee Club to Michigan City and return. The connections made with the Northern Indiana gave us the opportunity of having the people of Chicago to LaPorte in less than two hours time. Every one spoke well and favorable of the service rendered.

Very truly yours,
LA PORTE CHAMBER OF COMMERCE,
(signed) W. K. Greenebaum, Manager.

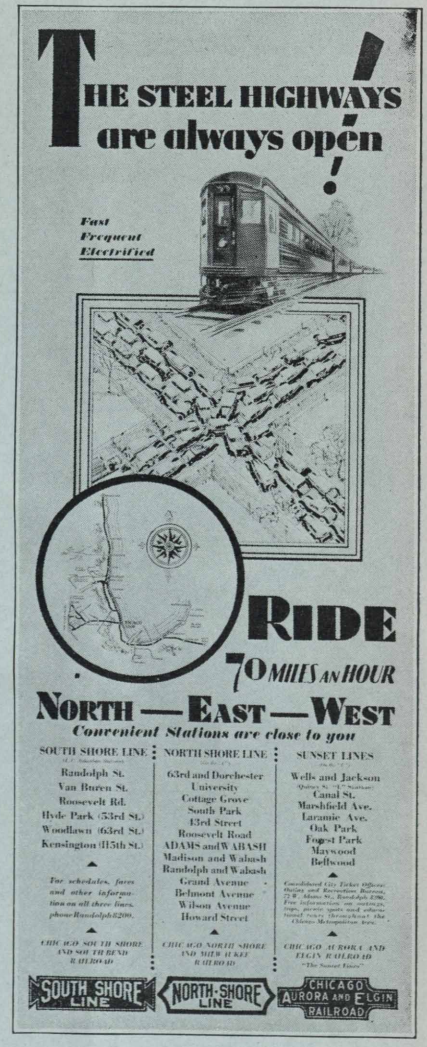
South Shore Lines,
Messrs:

"Shift at Crossings." It's sound psychology, only it should be more emphatic in order to register on one's mind. "Shift gears at every crossing."

This is the law: "Anything we do with our conscious mind is subject to constant error. It is only by constantly transmitting messages from the conscious mind to the subconscious mind, then acting on them, that we become free from error, as all constant, accurate action comes from the sub-conscious mind."

Yours for safety,
(signed) E. W. DRAKE,
Vocational Psychologist.

The Steel Highways



This is a reproduction of one of the new series of advertisements featuring South Shore Line and other electric railway service in Metropolitan Chicago. The theme in all of them is contained in the phrase, "The Steel Highways Are Always Open," a fact which is becoming increasingly notable in comparison with traffic congestion in the Chicago area. Watch for these ads in the Chicago papers! They will give you something to think about.

Home Show Opens

The Own Your Own Home Exposition, one of the biggest shows of its kind ever presented in Chicago, is now going on in the large area east of the old Waterworks on North Michigan Ave., between Pearson St. and Chicago Ave. Virtually everything pertaining to homebuilding is being shown here in a huge display of open air booths. To reach it, leave train at Randolph St. and walk or ride a bus north on Michigan Ave. to Pearson St. Walk east one block. South Shore Line is represented there—look for it.

THE DUNES

When are the dunes most beautiful, I wonder?

I have gazed upon them when the midsummer sun was brightest, when the noonday rays fell upon their glistening sides.

I have seen the shadows come and go around their huge forms at twilight, and the soft moonbeams fall upon them.

When the fog and mists were hanging over them like a storm cloud, they were magnificent.

I have watched them in the springtime as the warm, soft rain fell gently upon them, and again when the wintry blasts were blowing over their snowclad tops.

When autumn time came their leaflets were like burnished gold against the sand.

Oh, dear old hills, when are you most beautiful? Tell me, I pray.

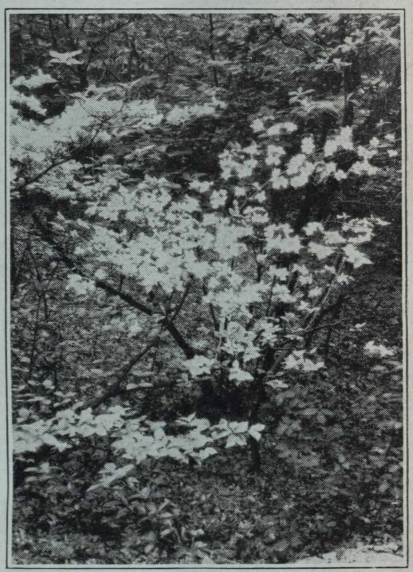
—Mary Farrah.
In Gary Post-Tribune.

DUNELIGHT

Who has seen the magic myst'ry
Of the moonlight in the Dune Lands?
Seen the eerie phantoms playing
On the dune top and the pine tree?
Seen its spectral shadows dancing
In its pools and on the water—
Felt its call and haunted pleading
As it draws you in its vastness;
Felt the red blood and your spirit
Heed the call of great Wa Conda?
Roamed the trails in all their beauty
Held enchanted by the forest?
Till your spirit, like the eagle's
Bursts its narrow bars of bondage
Roams the trails and mystic fastness
Like a phantom in the moonlight?

—The Chief.
In Gary Post-Tribune.

Dogwood in the Dunes



Flowering dogwood, one of the favorites of amateur botanists among the flowers of Indiana Dunes State Park, probably heads the list of blooms to be found in this great natural playground in Spring.

If you love wild flowers, or hiking trails or "back-to-nature" treks, don't fail to see the Park afoot this month. South Shore Line trains stop at Tremont Gateway—they leave from six convenient stations in Chicago, and from downtown South Bend. Go next week-end!

NEW "HIKE" BOOKLET IS READY FOR FANS

Hikers who like to know where they are going when they start "hitting the trail" will be interested in a new folder prepared for free distribution by the Outing and Recreation Bureau, 72 West Adams St., Chicago.

The folder is called "Ramblers' Trails in Metroland", and contains sketch maps and exact information about four attractive hikes in the Chicago Area, including one through Indiana Dunes States Park.

The Outing Bureau has many other hike guides for free distribution at its offices.

Ask your South Shore Line ticket agent for one of these folders, or drop in at the Outing Bureau.

INDIANA STATE LIBRARY

385
532
v.4 no.8

South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 JUNE, 1929 No. 8

Deluxe Trains to Go In Service Soon

THE introduction of six deluxe limited trains, carrying both dining and parlor cars, in regular service on the South Shore Line will be made soon after the beginning of special summer service June 15. At that time South Shore Line will change its schedules from Central Standard to Daylight Saving Time, one hour ahead.

The addition of complete deluxe trains on this railroad is a further effort on the part of the management to bring to the people of the territory continued improvement in service and luxury. This step is looked on in electric interurban circles as progressive to the nth degree, a pioneer move in the field.

Starting probably June 30, two weeks after institution of half hourly service Saturday and Sunday mornings to Michigan City and Tremont, all present dining car trains will be equipped also with parlor cars, carrying the new type of down-filled revolving chair, Pullman smoker, and glass-inclosed observation platforms. For this extra service the standard charge of only fifty cents a passenger between all stations will be made, with individual seats reserved.

Trains Affected Given

The trains affected probably will be the Fort Dearborn Limited, extra-fast no-extra-charge flyer from South Bend to Chicago in the morning, the Illinois Limited, noon diner train, and the Garden City Limited, evening flyer to Chicago, on the westbound schedule. On the eastbound, the Notre Dame Limited, morning diner train to South Bend, the Indiana Limited, noon diner, and the St. Joe Valley Limited, evening two-hour "hot shot" to South Bend will become deluxe trains.

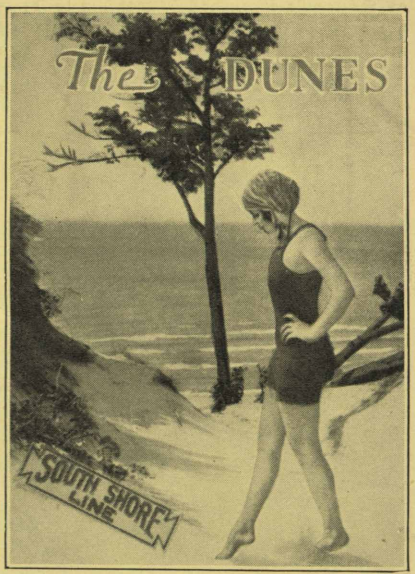
Announcement of schedules of increased summer service will be made prior to June 15.

Out of deference to the cities on its line, all of which now are on Daylight Saving Time, the South Shore Line will print its time folders to show only Daylight Time in the June 15 issue. Thus, it is believed by operating officials of the road, confusion in leaving times owing to differences caused by Daylight Time change will be eliminated permanently.

The new parlor cars are part of an order of ten new passenger cars to be built by the

(Continued on Page 7)

New Dunes Book



South Shore Line presents to the public its new booklet, "The Dunes," featuring in full color the various seasons and their effect on Indiana Dunes State Park, served by South Shore Line trains at Tremont.

The book contains eight pages of beautiful color pictures illustrating the Dunes in Spring, Summer, Fall and Winter. You can have one free, by inquiring of the Traffic Department, 79 W. Monroe St., the Outing and Recreation Bureau at 72 W. Adams St., phone Randolph 8200, the South Bend Traffic Department at 301 N. Michigan St., phone 2-5764, or any South Shore Line ticket agent.

Band Has the First All-Pullman Train

GARY, Ind., turned out May 21 to send off its Emerson High School band on the way to the national contest at Denver, Colo., and saw the first all-Pullman train ever hauled over the South Shore Line.

Nearly 125 bandsmen made the trip, leaving in mid-afternoon from the South Shore Line station while several bands of other schools played and a crowd estimated at three thousand waved farewell. The train was taken up to the Illinois Central interchange at Kensington and there turned over for the continuation of the trip. Two 80-ton South Shore Line locomotives were used to pull the "Emerson High School Special".

Although frequently other steam railroad equipment is brought down on the South Shore Line, this was the first "solid" train of the road's experience. According to Traffic Department men, it established a precedent in the handling of through special train moves, affording parties originating along this road the same through Pullman service as on steam roads.

Track and equipment standards of this interurban are the same as those of steam lines.

The Emerson band competed in the high school band lnals at Denver, taking third place in a large field representative of the nation. Their special train returned over the same route to Chicago, and by South Shore Line to Gary, on May 26. Thousands of Gary citizens were on hand to welcome them back in a big civic demonstration outrivaling the sendoff.

Emerson Band Sendoff

This is the special Pullman train, the crowd and the center of interest at the Gary South Shore Line station May 21 when the Emerson High School Band of Gary left for the national high school band contest in Denver, Colo.

It was the first occasion on which a solid Pullman train was pulled over South Shore Line tracks. Two locomotives were used to take the train to Chicago, where the move was continued by the Illinois Central Railroad.

South Shore Chorus

This is the newly organized South Shore Line men's chorus, which has been developing rapidly under the direction of Frederic A. Mitchell, former Chicago organist and choir director, into a representative musical group.

The personnel is recruited entirely from among employes of the company including the director, and eventually the chorus will make appearances before company affairs and the public. Its first public recital was before the microphone of Station WSBT in South Bend May 28, in a half hour program.

TRACK WORK FOR 1929 IS STARTED

Start of the 1929 rail relaying and general construction work on the South Shore Line has been announced by Charles H. Jones, general manager.

Four and one-half miles of single track between Hillside and Wilhelm, about nine miles east of Michigan City, will be re-railed. Hundred-pound steel will be used, replacing the present 70-pound rails. Ties will be replaced with new treated ties wherever necessary.

Larger Turnouts

Between Meadowbrook and Burns' Ditch, 14 miles west of Michigan City, rail replacements will go in for a stretch of two and one-half miles on the eastbound main track, using 100-pound rail. The spring switches on either end of the double track in this section will be replaced to allow for No. 20 turnouts, in which the size of the curve at the switches is greatly enlarged, providing an easier passage to and from the siding.

A 2185-foot freight siding in front of the general office at Michigan City has been completed and is in operation. Builders have completed an extension of the carpenter shop to 30x120 feet, to include a truck garage, line workshop and offices for foremen.

Growth of business on the South Shore Line has necessitated these improvements. More will be made as further growth warrants, Mr. Jones said.

FISHING SEASON OPENS JUNE 16

Down along the South Shore Line are two lakes well-known for their bass, blue-gills, pickerel, and sunfish: Hudson Lake and Sagunay Lake. Both are convenient to South Shore Line train service, the former only a step away from the Lake Park or Hudson Lake stations. Sagunay is a short walk north of the station.

South Shore Line trains leave from six convenient stations in Chicago—ask your ticket agent how to get to these fishing places.

Bates Trusses Are Made of One Piece

WHEN South Shore Line began rehabilitation in 1925 under the new management, one of the first problems was re-electrification. It was necessary for various good engineering reasons to change from the old rigid type of trolley to a super-flexible catenary overhead.

The Bates Expanded Steel Truss Company of East Chicago helped to solve this problem. The two pictures accompanying this article illustrate the way in which Bates-Truss poles and beams were employed along sections of the right-of-way to stabilize overhead.

"One-Piece Dependability"

This concern, the Bates Expanded Steel Truss Company of East Chicago, is probably unique among steel plants in this country. It has succeeded in devising a way of making a complicated steel truss or beam, which looks at first blush like a composite of many small units welded or riveted together, out of just one piece of steel. "One-Piece Dependability" is the slogan which describes it.

The process through which the Bates trusses are put is describable somewhat in this way:

The sections or beams are rolled for the Bates people by the Illinois Steel Company either at South works or at Gary. They come to Bates in long rail-like sections, ready for the application of the special shearing, heating and expanding process of the company's plant.

The first operation on a beam in the Bates plant is to slit the web with cuts running lengthwise of the beam. Intacts or unslitted spots are left at regular intervals in each line of slits. These intacts become the bonds or points of connection of the truss.

A Giant Robot

After slitting, the beam is heated to about 1400 degrees and is then charged into the expanding machine. This machine deserves a word by itself. Huge in size, over 40 feet long, 20 feet wide and 18 feet high it devours the long beams at the rate of one every two minutes—one and seven-tenths to be accurate—literally rends them with the power of its 250-ton pulling power of its great jaws, and eventually turns out a practically complete Bates-Truss beam. Here is mechanism almost personified, a Robot which with all the power of destruction in its great bulk yet acts only to construct, in fact does a beautiful job of constructing, all day long.

What actually happens is this: The slitted and heated beam is gripped in the jaws of the expanding machine, which separates the flanges of the beam and creates from the slitted web portion of the beam a series of triangles forming a truss without rivets, bolts or welds—a one-piece beam!

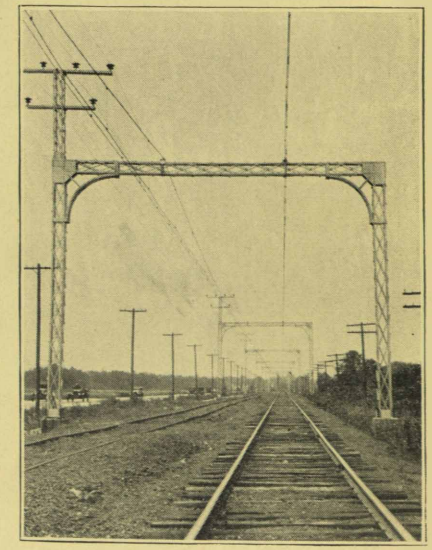
Ready to Ship

At the conclusion of the expanding process, the beam is cooled, straightened and painted, ready for shipment. The whole process, as has been pointed out before, takes only one and seven-tenths minutes!

It would be needless to point out the structural advantages of a beam of this sort over one made of a number of parts joined together artificially.

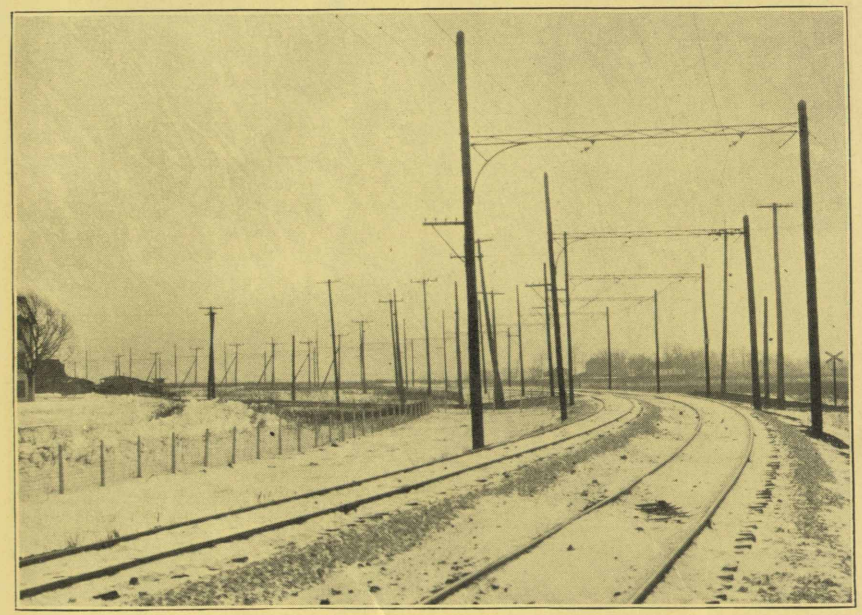
The products of Bates Expanded Steel Truss, whose initials, by the way, spell "B-E-S-T", are sold to all countries of the world. Poles manufactured in this plant in East Chicago, Indiana, are to be found on the Swedish State Railways in Lapland, Sweden, and as far south as Capetown, South Africa, throughout China, Japan and the countries of Europe they are in evidence.

In addition to its main plant the company also operates a structural shop and a galvanizing shop on its plant site on the south side of East Chicago.



On the Ideal Section

Bates Trusses On South Shore



Here Bates trusses are serving on the K. & E. section

PARTIES PREFER STEEL HIGHWAY

Approximately 100 members of McKinley Masonic Lodge of Hammond occupied three extra cars on the South Shore Line May 15 to Chicago, on their way to Waukegan, where they attended a meeting of the Waukegan Lodge No. 78.

Two special parties went over the South Shore Line May 9 to Tremont and Long Lake for nature study tours of the Dunes.

Two special cars on the South Bend Limited leaving Kensington were used by 40 members of the Nature Study Class of the Morgan Park High School of Chicago to Tremont, where they spent the weekend.

To Long Lake

Professor Plapp and a party of 100 students of the Carl Schurz High School of Chicago had two extra cars on the Gary Express of the South Shore Line the same morning to Long Lake. They returned to Chicago in the afternoon.

The Natural Science class of the University of Chicago took the South Bend Limited of the South Shore Line May 4 to Tremont, for a study tour of Indiana Dunes State Park.

There were approximately 60 students in the group. They returned late that afternoon, on the Chicago Limited leaving Tremont at three o'clock.

June Baseball

At Cubs' Park:

1, 2, 3, 4	**New York**
5, 6, 7	**Brooklyn**
8, 9, 10, 11	**Boston**
12, 13, 15, 16	**Philadelphia**
17, 18, 19, 20	**St. Louis**
21, 22, 23	**Pittsburgh**

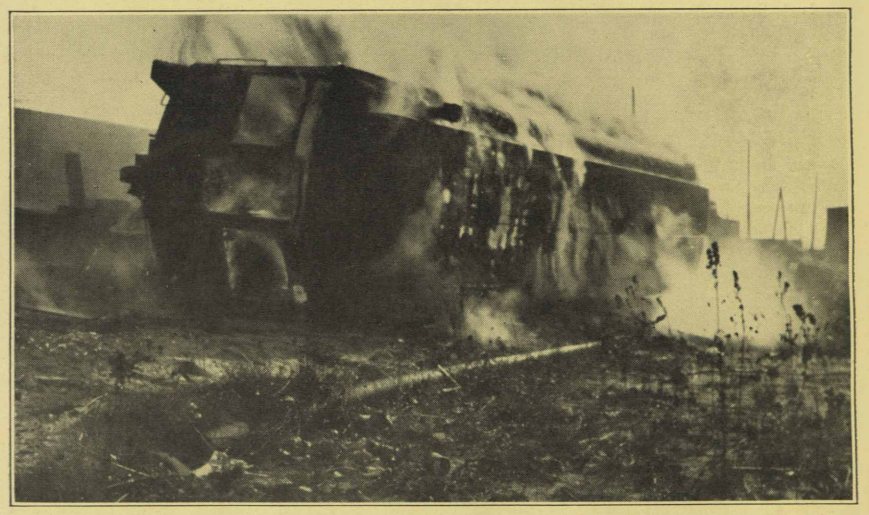
Leave South Shore Line train at Randolph St., and take Elevated North Side trains to Addison St.

At Sox Park:

27, 28, 29, 30	**St. Louis**

Leave South Shore Line train at 63rd St., and take Elevated to 35th St. Walk west two blocks.

Burning Wooden Cars



Keeping step with the times, South Shore Line this spring has gone on an all-steel eqiupment basis, and has been burning up old wooden cars as fast as they are stripped of materials worth saving.

The picture shows one of the "old-timers" going up in smoke, a sort of sacrifice to the progressive spirit in railroad service of which South Shore Line, since the change of management in 1925, has been an outstanding example.

WENR PLANS TO SPEND $100,000

Already rated as one of the best transmitting stations in the world, WENR, Chicago, has just signed contracts calling for an expenditure of $100,000 to improve its transmission.

Modulation

This announcement was made by E. H. Gager, chief engineer of the station which is located near Downers Grove, Illinois with studios in Chicago. The announcement carries with it the story of the rapid development of the science of broadcasting. When the transmitter at Downers Grove was completed just twelve months ago, it had every improvement known to radio engineers. Yet within the past twelve months, research has devised what is known as "one hundred per cent modulation". In consequence, under the contracts just signed with the Radio Corporation of America, the station will get a new power amplifier which will use two 100 kilowatt tubes, a new rectifier which will use six of the new type hot cathode mercury vapor tubes and two new motor generator sets.

The present rectifier is to be used for supplying power for the short wave television and trans-oceanic transmitters. The power amplifier now in use has eight 20 kilowatt tubes. The new amplifier will only use two tubes but they will be of 100 kilowatt capacity each. Date of delivery of the apparatus has been set for November 16 by the Radio Corporation of America, and the installation will have been completed by Christmas of this year.

At present only two 50 kilowatt stations have one hundred per cent modulation. They are WLW, Cincinnati, and WGY, Schenectady.

Insofar as the average listener is concerned, signals from the station will be clearer and of an even better tone quality than the present signals, although the power will not be increased.

Cost of Pioneering

"This gives some idea of the cost of pioneering in broadcasting," said Mr. Gager. "Equipment that is up-to-date today is antiquated tomorrow. Under the system to be installed, WENR will have practically perfect modulation."

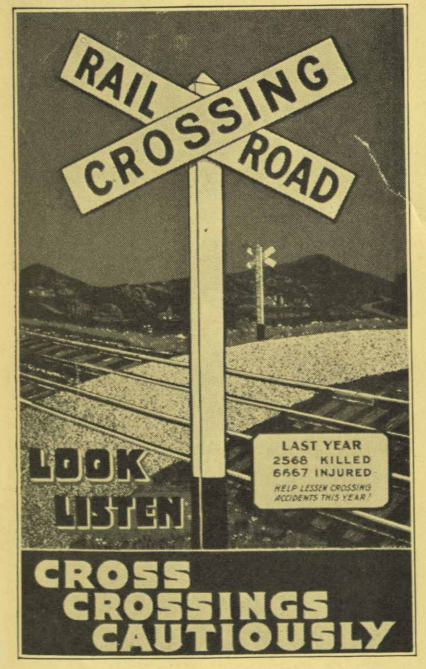
DELUXE LIMITEDS IN SERVICE SOON

(Continued from Page 1)

Standard Steel Car Company of Hammond, eight of which have been delivered and are being put in service now. The addition of the parlor cars will bring the total of new steel cars introduced in service in 1929 up to 20, ten motor cars having been installed the past winter.

Since the change of management of the South Shore Line in 1925, sixty-eight new steel passenger cars, most of them of the latest Pullman type with bucket seats will have been purchased and put in service. The last of the old wooden trailers are being burned, one by one, in the Michigan City yards of the company. A picture in this issue shows one afire.

Motorists, Think!



This is the new grade crossing accident prevention card which is being given national circulation this summer by safety agencies including the Safety Department of South Shore Line.

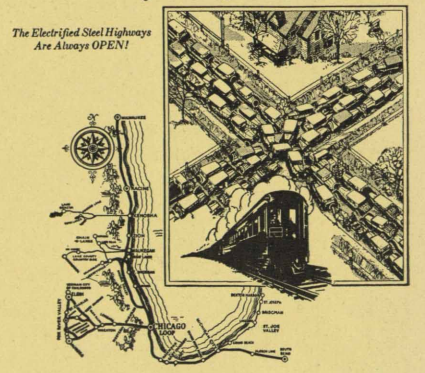
The picture and legend tell the story.

Why?

Why be in a jam like this next Sunday—

when you can go the carefree way?

The Electrified Steel Highways Are Always OPEN!



Have a really pleasant outing this week-end —unhampered by aggravating traffic delays. Take the wide open highways—the high-speed electrified steel highways! 70 miles an hour to where you want to go—north—east—west!

Comfortable all-steel trains when you want them. Speed through traffic! No parking worries—no driving strain—sit back and relax. The carefree way to go—the fast way back!

For schedules, fares and other information on all three lines phone RANdolph 8200

CHICAGO NORTH SHORE & MILWAUKEE RAILROAD
CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD
CHICAGO AURORA AND ELGIN RAILROAD
(The Sunset Line)

Consolidated City Ticket Offices: Outing and Recreation Bureau, 72 W. Adams St., Randolph 8200. Free information on outings, trips, picnic spots, and educational tours throughout the Chicago Metropolitan Area.

SOUTH SHORE LINE | NORTH SHORE LINE | CHICAGO AURORA AND ELGIN RAILROAD

The advertisement pictured above is a further unit in the "traffic tip" campaign being conducted by South Shore Line and associated railroads in Chicago. Memorial Day inaugurated the summer's great congestion problem, with thousands of automobiles in all directions from Chicago and particularly on the Dunes Highway, struggling for headway against countless other thousands of automobiles. The wise motorist left his car at or near the station and rode the "Steel Highway" to his destination.

STRAIGHT AIR FOR ENGINES PLANNED

New valves for a "straight air" brake system on our freight locomotives, as well as electrically controlled sanders, are now in the shops being installed.

This device will bring about complete remote control of braking apparatus on our freight trains. It will be completed about June 1.

Conducted Tours

Field Museum

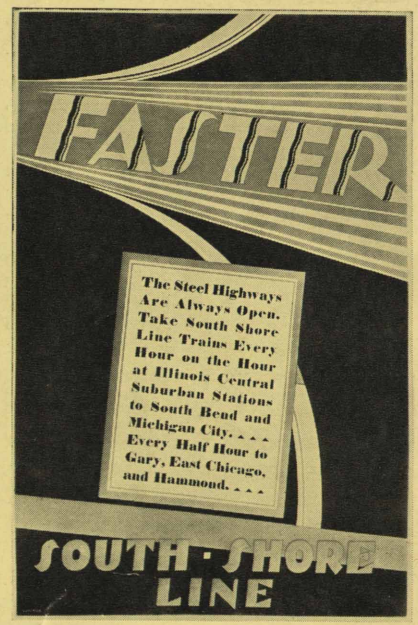
Thursday, June 6—
11 A. M. General Tour
3 P. M. General Tour
Friday, June 7—
11 A. M. Trees and Their Products
3 P. M. Arctic Life
Monday, June 10—
11 A. M. Oriental Jewelry
3 P. M. Textiles
Tuesday, June 11—
11 A. M. General Tour
3 P. M. General Tour
Wednesday, June 12—
11 A. M. African Animals
3 P. M. Egypt
Thursday, June 13—
11 A. M. General Tour
3 P. M. General Tour
Friday, June 14—
11 A. M. Pacific Coast Indians
3 P. M. Prehistoric Animals
Monday, June 17—
11 A. M. Oils, Sugars and Starches
3 P. M. Micronesia and Polynesia
Tuesday, June 18—
11 A. M. General Tour
3 P. M. General Tour
Wednesday, June 19—
11 A. M. Madagascar
3 P. M. Musical Instruments
Thursday, June 20—
11 A. M. General Tour
3 P. M. General Tour
Friday, June 21—
11 A. M. Indian Costumes
3 P. M. Chinese Art
Monday, June 24—
11 A. M. Basketry
3 P. M. Early Italian Art
Tuesday, June 25—
11 A. M. General Tour
3 P. M. General Tour
Wednesday, June 26—
11 A. M. Fish and Reptiles
3 P. M. Native Philippine Industries
Thursday, June 27—
11 A. M. General Tour
3 P. M. General Tour
Friday, June 28—
11 A. M. Interesting Geological Formations

A new schedule of public tours will be arranged each month.

The services of a guide-lecturer can also be engaged without charge, by special parties of ten or more individuals desiring a conducted tour. Written application for this service should be made to the director a week in advance of the intended visit.

The Museum is open to the public from 9 A. M. to 6 P. M. during the summer months. Adult visitors are charged an admission fee of twenty-five cents except on Thursdays, Saturdays and Sundays when admission is free. Children are admitted free on all days. Members of the faculty and students in attendance at any university, college or institute, and school teachers are admitted free upon presentation of proper credentials.

The Current Poster


FASTER
The Steel Highways Are Always Open. Take South Shore Line Trains Every Hour on the Hour at Illinois Central Suburban Stations to South Bend and Michigan City. Every Half Hour to Gary, East Chicago, and Hammond.
SOUTH SHORE LINE

A modern touch is given the poster of the month, painted by Haveman of Chicago and illustrated in the picture above.

The design is built around the suggestion of speed in the curved lines and arrowhead outline. The artist has already achieved success in a number of impressionistic pieces along this line.

The message, "The Steel Highways Are Always Open", is the slogan adopted by South Shore Line and associated railways in the Chicago area in an effort to point out to the motoring public the marked advantages of high-speed electrified railroad service over heavy summer congestion on the highways.

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v.4 no.9

h Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 JULY, 1929 No. 9

Coming Soon----New Deluxe Trains

The new deluxe parlor-and-diner service on the South Shore Line will be in operation about the time this issue of "South Shore Lines" appears. It will afford a luxury and convenience unheard of heretofore in electric railway service, a further manifestation of the progressive spirit of the railroad since the change of management in 1925. All former dining car trains will carry parlor cars also, each equipped with the new extra-luxurious down-filled revolving chairs, and laid out in the open club-car style. Patrons are urged to take advantage of this new added convenience. The extra charge of only 50c a passenger for a chair reservation is moderate in comparison with the privacy and restfulness to be enjoyed in these cars.

The Steel Highways Are Always Open

TRAFFIC congestion on the highways of the Chicago area, particularly on the Dunes Highway on weekends, has long since passed what one motorist called the "dam-nation" point.

A Sunday trip down the South Shore Line, whose **steel** highway is always open, will usually reveal to the passenger long lines of automobiles, hundreds of them, stalled or creeping along behind some slow driver, or what is worse, dodging in and out of line at high speeds trying to get through the disheartening maze, risking life and limb in a desperate effort to make time and derive some satisfaction out of the weekend travel.

No Help for Motorist

Apparently there is no help for the motorist. Talk of wider roads, more roads, better roads goes on. Occasionally a main highway is doubled in width and thrown open to the public. Immediately so many motorists seek it out in the hope of relief that it is choked at the start with three times the traffic it can bear, and the struggle is merely transferred.

Such figures as the following are of interest: In Chicago alone, 365,000 automobiles are now registered. There are approximately 750,000 families in the metropolis. This means that every other family has an automobile. In Cook County, 490,000 motor cars are registered. This represents 902,000 families, or better than one out of every two families has a car.

Going to Dunes

One might well imagine one of the families mentioned preparing for a Sunday outing, say, at Indiana Dunes State Park. It is decided to go by motor car, rather than by the South Shore Line. The driver heads down the South Side, into the rough "through streets" and railroad infested highways of South Chicago, Whiting, Indiana Harbor. Every railroad crossing is a deadly hazard, every freight train (and there are many) paralyzes traffic literally for miles. Numerous city traffic lights help to congest the streets for the through driver. Always the threat of city speed ordinances hangs over his head when by chance he finds an opening. Facing him the long line of creeping cars is broken as some impatient driver flashes out and races to beat him to an opening, bringing for an instant a sudden danger that must be reckoned with. Coupled with these bits of unpleasantness are the ever-present possibilities of punctures, accident jams, storms and losing the way.

Suppose the motorist reaches his destination, Indiana Dunes State Park. He finds an unbelievable parking jam awaiting him. At the end of his day, he turns toward home. Any one who has made such a trip as this on a warm summer day can tell you what he encounters. It is simply the difficulties of the going trip multiplied many times, with the confusion of darkness and fatigue thrown in.

The Other Way

Consider now the other way to Indiana Dunes State Park, via South Shore Line. Our motorist can drive down to the Loop if he chooses, park his car for a nominal cost, and a ten minutes' walk will bring him and his family to a South Shore Line station (Randolph St., Van Buren St., or Roosevelt Road I. C. Suburban stations). Every half hour on the hour and half hour weekend mornings fast South Shore Line trains will stop on their way direct to Tremont, the gateway to the Park.

No Jams Here

Aboard the train he need fear no traffic jams—" the steel highways are always open". No reckless motorists, no traffic police, no stop lights, no flat tires, no storms can bother him. He will be heading at seventy miles an hour above the crowded streets and highways for his destination, comfortable and safe. He will arrive refreshed and ready for a big day. At its end, his return trip will be a pleasure, and this fact realized in advance will have given him more enjoyment of the outing.

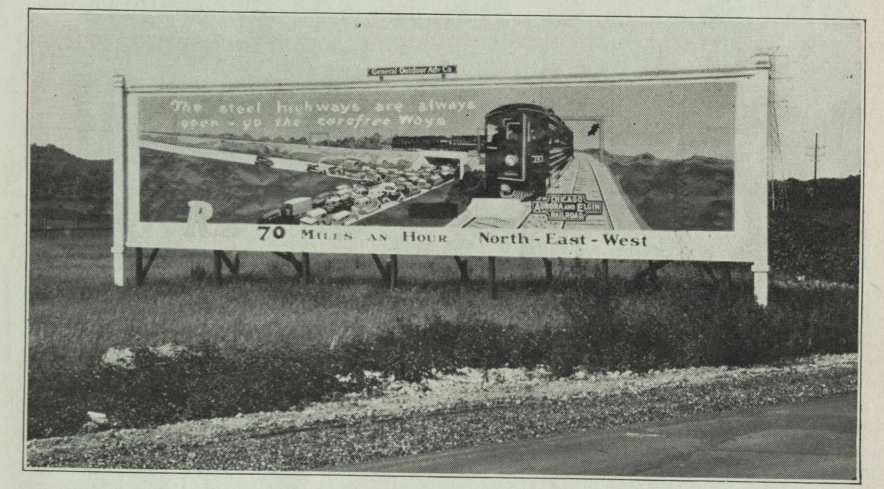
Only One Answer

With rank and unlimited growth of motor car traffic in and around Chicago continuing, as it promises to continue, year by year, there is only one answer for the motorist who on weekends seeks the fresh air and sunshine for his family. Ride the steel highway of the South Shore Line when the destination is south and east of Chicago—drive to the station if you prefer, but let the others fight the battle of the pavement!

Remember—"The steel highways are always open".

If a man, even one on a small salary, but resolutely resists the temptation to have a little fun occasionally and forms the habit of systematic saving, in twenty-five years or so he will have enough money to take advantage of a business opportunity and lose it all in a lump. —Thomas Topics

Go the Carefree Way



A South Shore Line board on the Dunes Highway, half way between Gary and Michigan City, between the railroad's tracks and the road. Look for it as you travel eastward toward Tremont, gateway to Indiana Dunes State Park.

C. E. R. A. CONVENTION HELD AT GRAND BEACH

More than 300 electric railway executives, employes, and their families, of the central states, arrived in Michigan City, June 27, to attend a two-day summer meeting of the Central Electric Railway Association at Golfmore Hotel, Grand Beach, Mich.

The program, which was launched Thursday morning, was as follows:

Address of Welcome
Introduction of New Members
"City Fares and Municipal Growth"..... Walter Jackson, Consultant, Mt. Vernon, N. Y.
"Tpye of Bus Best Suited for City Transportation".....Del A. Smith, General Manager, Department of Street Railways, City of Detroit.
"Bus Policies of an Electric Railway Company".....Thomas Fitzgerald, Vice-President, Pittsburgh Railways Company.
"Effect of Flat Rate Taxi Cab Operation on the Revenue of Street Railways and Metered Cab Operations".....H. A. Innes Brown, Editor, Taxi Weekly.
General Discussion
Adjournment
Friday, 9:30 A. M.
"Promotion of More Profitable Business"....D. R. Thomas, Chairman Committee on Promotion of More Profitable Business, President, Electric Railways Freight Co.
Prepared Discussion followed by General Discussion.
"Improved Interurban Operation".....J. R. Blackhall, General Manager, Chicago North Shore & Milwaukee Railroad Co.
Discussion.....W. A. Clough, Railway and Bus Equipment Engineer, General Electric Co.
Discussion.....B. O. Austin, Control Engineer, Westinghouse Electric Mfg. & Co.
General Discussion General Business
Adjournment

In addition to the formal part of the convention, a number of special social events were arranged. Thursday the ladies of the convention were the guests of the Chicago, South Shore and South Bend Railroad on a sightseeing trip through Chicago, leaving Michigan City on a special train for 63rd Street, Chicago at 9:30 A. M. There they were taken by motor coach through the parks to luncheon at the Edgewater Beach Hotel, and back through the loop to Randolph Street station for the return train trip.

A bridge tournament Friday for the convention ladies was held, with appropriate

(Continued on Page 8)

Famous Candies Made in Hammond

APPARENTLY there is no limit to the variety of interests of the Calumet Industrial District. Famous over the world as an iron and steel center, it is peopled with foundries and factories that work in the basic metal. Yet in their midst thrives a factory whose widely known output goes under the dignified and attractive name of "Queen Anne Candies".

The Queen Anne Candy Company, however, is the Calumet District's only maker of sweets, located at Hammond, Ind., one of the principal manufacturing centers of the District. Yet from its shipping department great cartons of confections go out to every part of the United States, Cuba, Porto Rico and even Alaska.

Crosses State Line

The Queen Anne company is a former Illinois concern. Five years ago, catching the infectious prosperity spirit of the famous region which now contains it, this company moved, lock, stock and barrel, across the State Line, bringing its handful of employes with it to reside in Hammond. Today it is a large and impressive industrial institution, employing a steady year 'round total of 1,000 souls. Having outgrown its present capacity, it is at the present time engaged in a large building expansion program, including an addition to the main plant, and installation of much new equipment to take care of future increases in business.

In New Mexico

Recently a correspondent of the company, a well-known banker of Evansville, Indiana, wrote of it: "It was with pride that while touring across one of the deserts in New Mexico I chanced to stop at a wayside store, and there on the counter were Queen Anne nut rolls, which I purchased only to find that they were made by an Indiana manufacturer."

The phenomenal growth of this company is largely due, according to those "in the know" in and about Hammond, to the persistency of its owners in manufacturing quality merchandise only, to the honesty of its dealings and the desire to please all lovers of good candy and give them the finest available.

Education in Candy Making

A trip through the Queen Anne factory constitutes a veritable education in modern methods of candy making. Everything moves uniformly, swiftly and in an atmosphere of utter cleanliness. The workers are neatly garbed, and handling of materials is done almost entirely without human contact. A tempting fragrance of chocolate and other confections hangs about the place, making one wish to be left alone there for a few minutes within reach of the large trays with their tasty-looking arrays.

It is probable that Hammond and the Calumet District will continue to be proud of this "lady" among its industries, since all indications point to an uninterrupted expansion and widened markets, not only covering our continent but beginning to reach out across the oceans.

OPERA DEMANDS CONTINUE HEAVY

(From "Opera Topics")

Sales totals for the first season of opera in the new home of the Chicago Civic Opera Company, Wacker Drive at Madison Street, continue to mount.

Despite the heavy purchases of the first few months of the subscription sale, there remain excellent locations on the main floor at $72.00 and $60.00 for Tuesday, Wednesday and Thursday nights, and at $60.00 for Monday nights and Saturday matinees. The management urges immediate action, however, as there is every indication that the supply will be exhausted.

For the benefit of patrons who are unfamiliar with the subscription seat plan of the Chicago Civic Opera, we wish to explain again just what is involved in the purchase of subscription seats.

In Five Series

There are five subscription series based on regular prices for the new Civic Opera House. A subscription seat is a seat purchased for every Monday, every Tuesday, every Wednesday or every Thursday night or every Saturday matinee of the season, thirteen performances in all. Subscription tickets for the thirteen performances are sold for the price of twelve single seats at the box office. Seats selling at the box office for $6.00 are purchased on subscription for $72.00. They are located in rows A to Z of the orchestra. The $5.00 seats (rows AA to NN on the main floor) are sold on subscription for $60.00. The $40.00 seats (the entire dress circle) may be purchased on subscription for $48.00, the $3.00 seats (the entire balcony) for $36.00.

Steel Highway Outing Spots

Here are two ideal summer outing spots reached conveniently by fast hourly South Shore Line service from Chicago and South Bend (half hourly from Chicago weekend mornings). Above is a glimpse of Waverly Beach in Indiana Dunes State Park, called by many "the most perfect beach on Lake Michigan". Here miles of white sand swept by cool lake breezes invite you to swim, play or rest as you wish. Below is Washington Park, Michigan City, one of the South Shore Line's ideal picnic spots. In addition to the picnic grounds, there are gardens, an amusement park, a large and improved zoo, a dance floor, and splendid beach and bathhouse facilities.

APPRECIATIONS

Emil G. Hirsch Center
4622 South Parkway
Chicago
June Tenth, 1929

Mr. R. E. Jamieson,
Chicago So. Shore & Co. Bend Railroad,
Chicago, Illinois.
Dear Mr. Jamieson:

Allow me to thank you and the Chicago South Shore and South Bend Railroad for the splendid service rendered us on our hike to Tremont yesterday.

May I also through you thank the officials whose courtesy added greatly to the success of our outing. Our folks wish to express their sincere appreciation for the attention which they received from your company.

Very appreciatively yours,
MORRIS BERK,
Physical Director.

MB:GH

Kansas City, Kansas

Mr. R. E. Jamieson,
District Passenger Agent,
Chicago South Shore and South Bend Railroad,
79 West Monroe Street,
Chicago, Illinois
Dear Mr. Jamieson:

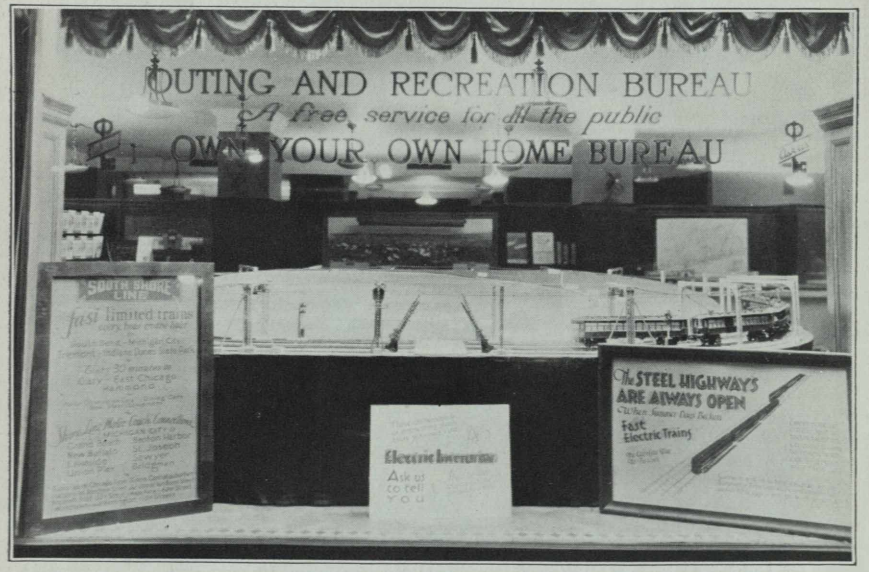
Mrs. Stanton and my son have written me of the great courtesy and care shown her on her trip from South Bend to Chicago on Monday of this week, and I want again to express my hearty appreciation of the courtesies shown me.

It is this sort of thing that makes the South Shore Line popular and deservedly popular.

With kind regards, believe me,

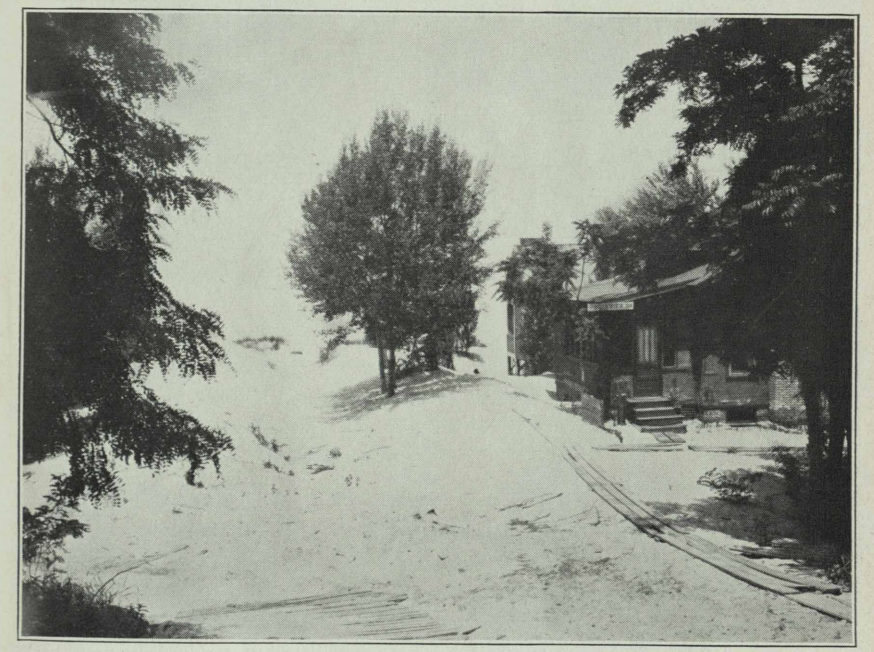
Yours faithfully,
(signed) S. C. STANTON,
Chief Medical Director.

Center of Outing and Home Data


OUTING AND RECREATION BUREAU
A free service for all the public
OWN YOUR OWN HOME BUREAU
SOUTH SHORE LINE
fast limited trains
The STEEL HIGHWAYS ARE ALWAYS OPEN
Fast Electric Trains

The Outing and Recreation Bureau and the Own Your Own Home Bureau at 72 West Adams St., Chicago, are easily identifiable by this attractive window on Adams St., always made up in a pleasing and educational display. That shown above was a miniature electric railroad, featuring the South Shore Line on the placard shown at the left. Drop in for a visit when you wish information on where to go or what to do in the Chicago area, or if you plan on owning your home. Service is free, and no obligation whatever is implied. The phone number is Randolph 8200.

Ideal for the Summer



Looking down one of the "chummy" lanes at Sheridan Beach, Michigan City, where summer is always cool. Cottages similar to those shown are available for renting by the weekend, week, month or season, furnished or unfurnished. Fast South Shore Line hourly train service (half hourly weekend mornings and evenings) and connecting Shore Line motor coaches to the beach colonies make these places ideal for commuting. Live at the beach and commute to work in Chicago! Literally hundreds are doing it every year. A Sunday trip down to the beaches will convince you and give you an opportunity to select your cottage.

UPLIFT LEAGUE HAS GRAND BEACH OUTING

On their way to Grand Beach, Michigan, for their annual outing, 75 members of the Uplift League of America, Chicago, used two extra cars on South Shore Line train leaving Chicago June 15.

The party, which was in charge of Mr. Windfield, transferred to Shore Line Motor coaches at Michigan City, which conveyed them to the Golfmore hotel, Grand Beach.

SERVICES FOR SUMMER RESORTERS ANNOUNCED

Sacred Heart Church, on West 8th St., near Willard Ave., Michigan City, will hold special services during the summer for summer resorters and visitors, according to announcement by Msgr. Michael Abraham, pastor.

First mass will take place at 8 A. M. each Sunday, followed by the second at 10 A. M. and the last at 11:45 A. M. These low masses are specially arranged, Father Abraham stated, for those who come out to the beach colonies for the summer, and for their weekend visitors.

Conductor—How old is the little girl?

Little Girl—Mother, I'd rather pay the full fare and keep my age to myself.—Interurban Messenger.

Stenographer—"Howja spell sense?"

Employer—"Dollars and cents, or horse sense?"

Stenographer—"Well, like in 'I ain't seen him sence'."

WEEK-END RATE GOES IN AT SOUTH BEND

South Shore Line has announced a special weekend rate of $4.00 from South Bend to Chicago and return, which went into effect Saturday, June 15, for the duration of the summer.

Passengers who take advantage of this rate will be enabled to remain in Chicago as late as midnight Monday before being required to return under its limits. Tickets will be on sale Saturdays and Sundays, and the going trip must be made before midnight Sunday night.

PICNIC SEASON ON IN OUR TERRITORY

Picnic season on the South Shore Line opened Sunday, June 16, when nearly 1100 members of the Service Booster Club of the Illinois Central Railroad, Chicago, had a special train to Hudson Lake for their annual picnic.

The party left Randolph Street at 9 A. M. and stopped at all Chicago stations and from there went direct to Hudson Lake.

This is the first of a large number of picnics and excursions to the Dunes, Michigan City and Hudson Lake scheduled by the South Shore Line for the summer months, two of the largest of which will be the Atlantic and Pacific Tea Company annual picnic July 21 at Washington Park, Michigan City, using three special trains for the accommodation of approximately 1200 members; and the Swedish Mission Church of Chicago annual picnic at Hudson Lake on June 29, which will use a special train carrying more than 500 members.

July Baseball

At Sox Park:

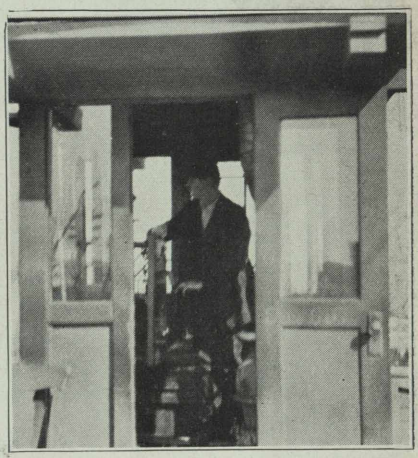
6, 7, 8, 9.....Philadelphia
10, 11, 12, 13.....New York
14, 15, 16, 17.....Washington
18, 19, 20, 21.....Boston

Leave South Shore Line train at 63rd St., and take Elevated to 35th St. Walk west two blocks.

At Cubs' Park:

2, 3, 4.....Cincinnati (doubleheader 4th)
23, 24, 25.....New York
26, 27, 28, 29.....Philadelphia
30, 31.....Boston

Unseen Service



An unseen, or at least little seen, service of the South Shore Line to its patrons and the public of its territory is represented by the crossing gateman shown in the picture above. He must be alert at all times for the safety of the trains and the motoring public—he helps to clear the way for your undelayed arrival at destinations. It is partly due to him that "the steel highways are always open".

C. E. R. A. CONVENTION HELD AT GRAND BEACH

(Continued from Page 3)

prizes. Mrs. Charles H. Jones, wife of the general manager of the South Shore Line, was in charge of entertainment for the ladies.

A golf tournament for the men occupied Thursday and Friday afternoons. Thursday evening the convention dinner party took place in the hotel dining room. Other features, such as a local sightseeing trip around Michigan City and the beaches, an indoor baseball game between railway men and supply men, and round table luncheon meetings also took place.

Special motor coach transportation between downtown Michigan City and Golfmore Hotel was furnished.

"Gus," said Bill, as he caught up with him on the way back to Camp, "are all the rest of the boys out of the woods yet?"

"Yep," answered Gus; "they're all safe."

"Then," said Bill, his chest swelling; "I've shot a deer."

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South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 SEPTEMBER, 1929 No. 11

Plan to Spend $250,000 on Dunes Park

THE State of Indiana, which for some time has been planning extensive improvements in Indiana Dunes State Park, will start work on a $250,000 construction program this fall.

This is the statement of Richard C. Lieber, director of the state department of conservation, made recently on a visit to Gary.

Included in the development plans are the diversion of Fort creek at Waverly beach, construction on the beach of a large bathing pavilion, community mart and recreation building combined, a comfort station and rest rooms adjacent to the bathing pavilion, and other projects.

Will Have Stores

According to Col. Lieber, the bathhouse, to be started October 1, will be 170 by 60 feet, two stories high, and of cement and stone. The first floor will contain a large soft drink parlor and grill room, and two stores for dispensing both novelty goods and groceries. The second floor will contain dressing rooms for bathers. The flat roof, covered with beach sand, will be used for promenading and as a playground for small children.

"It is the policy of the state conservation department to restore the park to its primeval state as it was when the red man made the original trails and as it was when Father Marquette first glimpsed the wonderful glory of the dune region," Col. Lieber said. "There will be no motor drive along the beach and there will be no motor drives through the park. The old Indian trails and pioneer roads will be maintained as they were a century ago."

(Continued on Page 7)

Change in Service

Starting September 7, the half-hourly train service weekends between Michigan City, Tremont (Indiana Dunes State Park) and Chicago will be discontinued.

New time table folders will be issued to show additional stops on regular trains for the benefit of those who might otherwise be deprived by this change of service. Ask your ticket agent for one, any time after September 3.

TWO-DINER TRAINS SET NEW PRECEDENT

During August and through Labor Day two dining cars were operated on each of three South Shore Line limited train runs, the first regular service of this kind ever offered on an American electric railway.

Every Friday the St. Joe Valley Limited, out of Randolph St., Chicago, at 5:15 P. M., has been carrying two dining cars. Every Saturday noon, the Indiana Limited, leaving Randolph St. station at 12 o'clock, likewise has had two diners attached. Every Monday morning, the Fort Dearborn Limited, Chicago-bound flyer leaving South Bend at 7:05 A. M., Michigan City at 7:48 A. M., daylight saving time, also has been a double diner train. All these trains carry the new parlor cars in addition.

For the benefit of Michigan City patrons, the second diner on the Monday morning train was placed in front of the station, Eleventh St. between Franklin and Pine, at 7:30 A. M., 18 minutes before leaving time, with breakfast ready.

At the same time two new dining car trains were announced, for service during the balance of the summer. These are the Chicago Limited leaving Michigan City for Chicago at 1:48 P. M., on Saturdays, and the Chicago Limited leaving Michigan City at 6:48 P. M. on Saturdays. On other days these trains did not carry diners.

Growth in patronage of the new deluxe trains during the summer has been such that one dining car was quite inadequatae, particularly since the installation of the new parlor cars, according to Charles H. Jones, general manager. The addition of the extra diner afforded ready meal-time accommodations for all, aside from furnishing a new refinement in service unprecedented in the electric railway field.

A Hiker Picks His Trail

From a dune top in Indiana Dunes State Park this hiker is surveying the trails that lead away from the foot of the hill. Each one, old as the Indian lore in whose antiquity they were first traced out, is a pathway to the rustic charm and beauty of Duneland, only a little more than an hour from Chicago and South Bend by South Shore Line.

Take a train any hour on the hour some time this month, and ride down to Tremont, the Gateway to the Park, pick out a trail, and lose yourself for a few hours in the wonderland of big woods and high hills.

ROAD INSTALLS NEW SIGNAL AT WILLARD

An independent stop and go light to control traffic across the South Shore Line tracks at Willard Avenue, Michigan City, Ind., has been installed by the South Shore Line, on permission obtained from the city.

It is a standard suspended traffic signal operating independent of South Shore Line trains and controlling their movement as well as that of motorists. The light changes at forty-second intervals and is visible from a distance so that motormen can reckon on the turn of the light and hence seldom are required to stop trains for it.

The signal is similar in design to those put in use by the city at its principal crossings.

SEATS SOLD AT BARGAIN PRICES

The opening of the new Civic Opera House, Wacker Drive at Madison Street, will mark an entirely new development in the accommodation of grand opera patrons.

Main Floor View

The seating plans of the new opera house provide 616 seats on the main floor which sell for $5.00 at the box office. On subscription for the season, with thirteen performances on consecutive Monday, Tuesday, Wednesday or Thursday nights or Saturday matinees, selling for $60.00, the price of twelve seats at the box office, these main floor seats may be had at a cost of $4.61 a performance.

"Hack" and "Charlie" Ride South Shore

South Shore Line was chosen to bring two baseball luminaries, "Hack" Wilson and "Charlie" Root of the Chicago Cubs, down to Michigan City August 2 to feature a "Baseball Night" program at the Michigan City Oasis ballroom.

Here they are, shown with their party, including wives and acquaintances. Mr. Root is third from the left, Mr. Wilson sixth. George F. Pollock, assistant manager of the Oasis, who was instrumental in introducing the famous players to Michigan City, is at Mr. Wilson's right.

The party used the St. Joe Valley Limited, leaving Chicago at 5:15 P. M., and had a group reservation in the parlor car.

SUMMER RAIL JOBS NEAR COMPLETION

Most of South Shore Line's rail relaying and construction work for the summer of 1929 is nearing completion.

Four and one-half miles of hundred-pound rail have been laid from Wilhelm to Hillside, on the east end of the line nine and one-half miles from Michigan City. All this rail was tie plated, with treated ties going into replacements.

From Burns' Ditch to Meadowbrook, a distance of two and one-half miles between Michigan City and Gary, rail in the eastbound main was replaced by new 100-pound steel, including two No. 20 high-speed turnouts for fast passenger service. At Wilson siding the former No. 16 turnouts were replaced with No. 10's for freight service. This track also was put to grade, a rise of about two feet.

Work is now being done on 100-pound relay at Gary, Ind., between Virginia St. and Broadway. A new cross-over also will go in here to match the larger rail.

At Smith, where for some time South Shore Line tracks have been subject to poor drainage, an extensive perforated pipe line is being put in to insure dry roadbed. Six hundred and fifty feet of 8-inch pipe will be laid.

Hays Recorders Check on Firemen

SCIENCE has found a way to get better results in the firing of boilers. Once a man was a "good fireman" or a "poor fireman" according as he could show a small or large coal bill at the end of the period. Now the plant manager can tell to a fraction of a per cent at almost any minute of the day or night how good or bad the fireman is, can spot the heat losses immediately, and virtually predict his next month's coal bill.

The Hays Corporation of Michigan City, a neighboring industry to that of South Shore Line, is an institution which specializes in the manufacturing of CO_2 and draft recorders, flue gas analyzers and other instruments related to combustion engineering. The principal line of the Hays people is a recorder which does exactly what the foregoing paragraph points out—gives an accurate and permanent check on the operation and efficiency of a steam plant.

Air Important

As Hays phrases it, "Flue gas analysis talks in direct terms about combustion efficiency. Excess air is the chief cause of the largest loss in burning fuel of all kinds, and the percentage of carbon dioxide contained in the flue gases tells us how much excess air has been used and what percentage of the fuel was wasted. The highest efficiency is attained when we get complete combustion with the minimum air supply. In doing this, we may get a temperature so high that the brickwork will be melted and the ash fused with the carbon to form a slag on the grates. There are, accordingly, limits to the CO_2 percentages which it is desirable to secure".

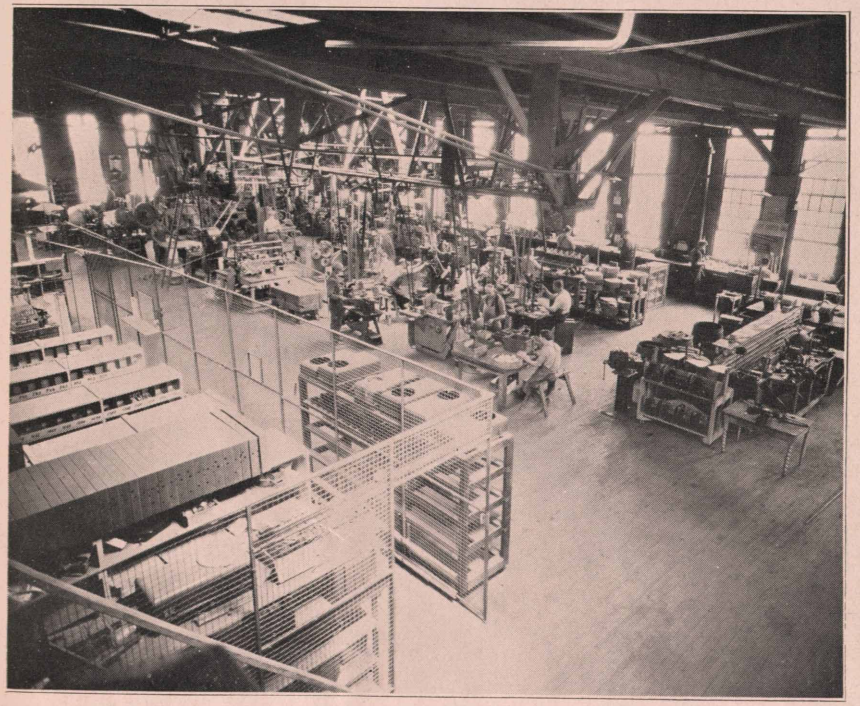
Makes Record

The performance of the recorder designed to make a record of both CO_2 and draft variations within each 24 hours, is very technical and impossible to describe in full here. However, flue gas is drawn into the device through a vacuum created by the flow of water which is collected in a standpipe. After the water has risen so high, it automatically cuts off and isolates a section of the flue gas, then forces it into caustic potash solution. Since caustic potash absorbs carbon dioxide, it will be eliminated from the gas which presses through the caustic tank against the recording diaphragm. In reading the circular chart, that which actually shows is the percentage of gas, minus CO_2, which the given quantity originally extracted from the flue contained. By reversing the indices of the chart the Hays people make it show at a glance the exact percentage of CO_2 that was contained. An efficiently run plant will show an average of between 12 and 15 per cent. Many a "good" fireman has run afoul of this little mechanical watchman and learned better ways.

The Plant Exterior

Why Guess?

"You do not guess at the height of the water in the boiler or at the steam pressure, so why should you guess at the draft and at what goes up in smoke?" these combustion engineers ask.



The Main Machine Room

Analyzers for oxygen and carbon monoxide also are made by Hays, and recently a specialty, the Brugh windshield wiper for vehicles equipped with compressed air, has been purchased and put into production. This wiper, invented by a former South Shore Line motorman, is now installed and in operation on the head ends of South Shore Line cars and locomotives, a further safety feature in case of bad weather. A number of other railroads are installing it also.

The Hays Corporation was formed 25 years ago as the Combustion Appliance Company, in a barn in Rogers Park, Chicago. The founder, Joseph W. Hayes, was probably the first man to become recognized under the title of "combustion engineer", and although he has disposed of his interest in the company which now bears his name, he it still active in consulting work along this line.

The plant was moved to Michigan City in 1918, and shortly after that its affairs were taken over by Phil T. Sprague, president and general manager, and Otto Ziegler, treasurer and shop superintendent. At present the employe roster is about 65 persons.

-:- APPRECIATIONS -:-

SOUTH BEND CHAMBER OF COMMERCE
South Bend, Indiana

Mr. A. W. Oberfell,
Chicago South Shore and South Bend Railroad,
South Bend, Indiana
Dear Mr. Oberfell:

I am classed as a pretty severe critic, but when I do criticize it is done only in a helpful spirit. However, I want to take this opportunity to express to you my personal appreciation of the service you are giving on the South Shore since you have secured your new cars and operate your parlor cars and dining cars together. I want to say I consider it is as fine a service as one could expect, especially when we know that your im--provements, which you are installing, will still be better.

South Shore service means considerable to South Bend and I hope that the increase in service that you get from your new installation will justify the expenditure you have made in supplying it.

Very truly yours,
(signed) GEO. FIRMIN,
Manager.

The Chicago South Shore & South Bend
R. R. Co.,
Chicago, Ill.

Gentlemen:

I wish to express my appreciation of the courtesy on the part of Mr. Lewis Kriesel of South Bend, Indiana, conductor on the Chicago-South Bend train which leaves Chicago at 1:00 o'clock and gets in South Bend at 3:20 in the afternoon.

Last Saturday my wife, children and I were passengers on that train. We arrived at the Randolph Station here in Chicago late so had to get on the rear end of the train, and at Michigan City we moved up to the South Bend car. In so doing my wife left her purse in the seat of the rear car, and did not discover her loss until after the car had been disconnected at Michigan City.

On telling Mr. Kriesel, the conductor, he told us that he had seen someone pick up the purse at the other end and would certainly trace it.

When we arrived in South Bend, he phoned back to Michigan City in an effort to locate the purse and then phoned me to meet him at the same hour the following day, which I did, and when he got off of his run the following day, he delivered the purse to me.

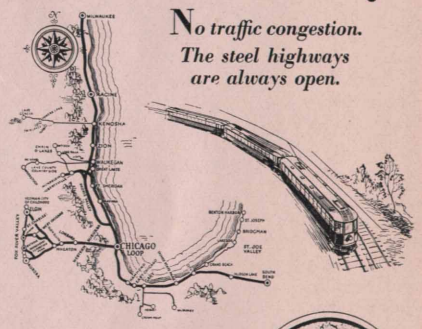
I tried to reward him but he would not accept anything and simply stated that it was his duty and was glad to be of service.

I think that was very courteous and that such service should be commended to you, and I take great pleasure in so doing. It was a very kind and thoughtful act on his part.

Yours truly,
GEORGE A. PATTERSON,
6826 Newell Ave.,
Norwood Park, Chicago, Ill.

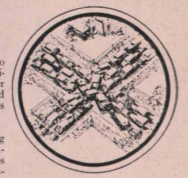
Avoid Congestion

The Electrified Way is the Carefree Way!



No traffic congestion. The steel highways are always open.

70 miles an hour to the cities, towns and resorts of the Michigan Shore, North Shore and Fox River Valley! Go via these high-speed electrified lines—spend a really enjoyable outing this week end! Keep your party together.



Get there quicker and easier. No driving strain or parking worries. Sit back in luxurious comfort—whisk past crawling lines of snarled traffic—direct to your destination. And return whenever you are ready—there'll be a convenient train at hand.

For schedules, fares and other information on all three railroads phone RANDOLPH 8200

Consolidated City Ticket Offices: Outing and Recreation Bureau, 72 W. Adams St., Randolph 8200. Free information on outings, trips, picnic spots, and educational tours throughout the Chicago Metropolitan Area.

CHICAGO NORTH SHORE & MILWAUKEE RAILROAD · CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD · CHICAGO AURORA AND ELGIN RAILROAD
(The Suburb Liners)

SOUTH SHORE LINE · NORTH SHORE LINE · CHICAGO AURORA AND ELGIN RAILROAD

The message of the advertisement shown here, part of a campaign being run in Chicago by South Shore Line and associated railroads, may well be taken to heart by the motorist.

The notorious crowding of highways around Chicago, and especially the Dunes highway with its scores of hazardous rail crossings and rough suburban streets, should be the signal for automobile owners to park their cars near a South Shore Line station and ride the carefree way. You can leave Chicago via South Shore from any of six convenient stations: Randolph St., Van Buren St., Roosevelt Road, 53rd St., (Hyde Park), 63rd St. (Woodlawn) or Kensington (115th St.) Leave South Bend from the station, Michigan at La-Salle...

SPEND $250,000 ON DUNES PARK

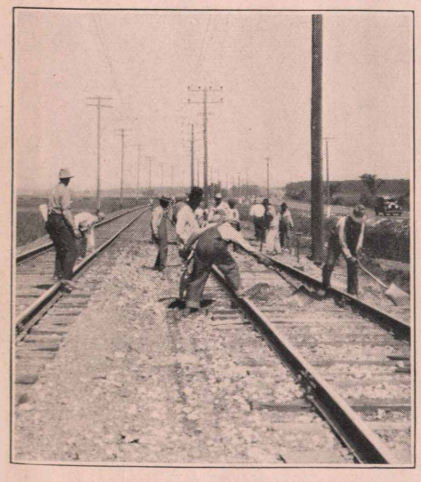
(Continued from Page 1)

It has long been known to Dunes Park frequenters that the only practical way to see the Park is **afoot.** This is the reason why travel via the South Shore Line to Tremont, the Park Gateway, has continued to increase. Motor highway congestion and parking difficulties, added to the fact that the motorist must get out and walk anyway after his arrival in the park, make the "Steel Highway" the ideal highway to the Dunes.

Hourly Trains

South Shore Line trains leave Randolph St. Illinois Central Suburban station for Dunes Park hourly, during the summer and early fall, stopping at Van Buren St., Roosevelt Road, 53rd St. (Hyde Park), 63rd St., (Woodlawn) and Kensington (115th St.). In 72 minutes they go direct to Tremont, only a ten minute hike from the heart of the park. A special three-day summer excursion fare of $2.00, on sale at all the above mentioned stations and at the Outing and Recreation Bureau, 72 West Adams St., makes South Shore Line also the least expensive way to visit this wonder region.

At Burns' Ditch



Where two and one-half miles of new 100-pound rail was laid during August. The gang shown here is surfacing the track. Regular passengers have benefitted by improved riding quality of the roadbed here. Approximately eight miles were relaid this year.

Unseen Service

The trackwalker, one of the safeguards thrown about the operation of the South Shore Line, is little seen by passengers. Usually he is merely a blur visible at the side of the track as the train flashes past, or observed more closely, a weather-worn man in outdoor clothes with a spike maul over his shoulder. His job is to patrol his beat and inspect the roadbed constantly, checking with the automatic safey signals for signs of needed repair. Every railroad can tell tales of heroism and devotion to duty on the part of its trackwalkers.

September Baseball

At Sox Park:

1	Cleveland
4, 5	St. Louis

Leave South Shore trains at 63rd St., and take Elevated to 35th St. Walk west two blocks.

At Cubs' Park:

1, 2 (doubleheader)	St. Louis
7, 8, 9	Boston
11, 12, 13	Philadelphia
14, 15, 16, 17	Brooklyn
18, 19, 21, 22	New York
28, 29	Cincinnati

Leave South Shore train at Randolph St., take Eleveated North Side trains to Addison St. (Wrigley Field).

HURLEY TALKS FOR PRIVATE OWNERSHIP

The question of public ownership is discussed from time to time, usually by persons who advocate the ownership and operation of public utilities, railroads and other privately owned and managed enterprises.

It is, therefore, interesting to know what Edward N. Hurley, prominent manufacturer and student of public affairs, has to say on this subject. Mr. Hurley in a recent article written for the Illinois Manufacturers' Association declares that public utilities or other privately managed enterprises could not be operated as successfully under public ownership as under the present system.

Former Commissioner

Mr. Hurley was formerly chairman of the Federal Trade Commission and was the wartime chairman of the United States Shipping Board. His close contact with the workings of government, therefore, enables him to picture what public ownership would mean in this country.

"I am against government ownership principally because I am a business man," says Mr. Hurley, "and like most other business men, I have observed that as a rule even poorly managed private enterprises are better directed than are public concerns. The mental attitude of Americans expressed in continual complaint about city government and school administrations is significant evidence on this point. The fact that taxes go up, year after year, while the prices of many services decrease, as industries increase their efficiency, proves that 'hard facts' justify our chronic political grouch.

Luxuries Less

"A few years ago automobiles, radio sets and such things were luxuries, even for rich men. Now they are in reach of nearly every purse. But schooling costs more to the taxpayer and renter; justice in our courts is more and more a luxury, while police protection becomes less and less efficient.

"Government, even when rendering services for which there are not supposed to be any charges and in which no profits are supposed to be earned, nevertheless piles up increasing burdens on the people.

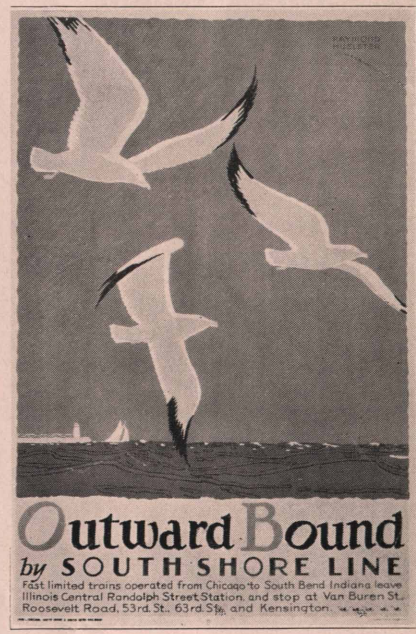
"Today the important point is not who owns a thing, but who manages it. Big Business is no longer managed by the people who own it. The railroads and the power companies today are owned by millions of stockholders and bondholders direct, or by insurance companies and savings banks, which own them in trust for millions of policy holders and savings depositors.

"The mere transfer of the property title to government would mean nothing. The individual citizen would have no more to do directly with the management of a publicly-owned power company that he now has to do with the target practice of the U. S. Navy, of which department he is already part owner.

Knowledge Necessary

"You can't properly manage a thing unless you know how to operate it and have the power to 'hire and fire' help. The whole matter of public and private management comes down to a question of who shall have the power to 'hire and fire'."

The Current Poster


Outward Bound
by SOUTH SHORE LINE
Fast limited trains operated from Chicago to South Bend Indiana leave Illinois Central Randolph Street Station and stop at Van Buren St., Roosevelt Road, 53rd St., 63rd Sts. and Kensington.

Painted by Raymond Huelster of Chicago, the current poster reflects the blue majesty of Lake Michigan as it is glimpsed from along the shore line followed by South Shore trains.

A trip to South Bend by South Shore has many sightseeing features beside the lake. Views of the Calumet Industrial district, Duneland, and the lake country of Northern Indiana are obtainable from train windows, particularly in the observation cars. If you have not seen South Bend and Notre Dame, you will enjoy a sojourn there. Ask about these things at the Outing and Recreation Bureau, 72 West Adams St., Chicago.

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South Shore Lines

r Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 NOVEMBER, 1929 No. 1

South Shore Line Offers Air-Rail Service

NEW air-rail connections of the South Shore Line with cities of the Northwest, West and Southwest, effective October 15, have been arranged.

Passengers leaving South Shore Line cities for Minneapolis, St. Paul, Rochester, Minn., Kansas City, St. Louis, the far Southwest and the Pacific Coast may continue their trips from Chicago by airplane, through arrangements made by our Traffic Department with Universal Air Lines System and Northwest Airways, Inc.

Saves Much Time

The saving of time will be such that trips ordinarily taking at least 24 hours can be completed in a quarter of that time. Northwest Airways planes go from Chicago to Minneapolis in three hours and 55 minutes, while Universal planes make the Chicago-St. Louis trip in two hours and 40 minutes, and the Chicago-Kansas City trip in four hours and five minutes. Both air services have rail connections on the west and transcontinental trains for California and the Coast. Similar return service will be in effect.

Both aviation companies feature tri-motored airplanes with easy seats and veteran pilots.

Transfer Arranged

At Chicago taxicab transfer between 63rd Street (Woodlawn) station and the Municipal Airport will be arranged for the passenger and taken care of in the through ticket.

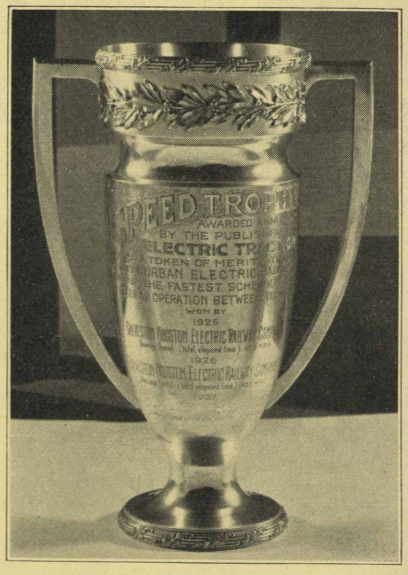
Addition of this new service is in keeping with the South Shore Line's policy of offering patrons the best in modern transportation.

SPEAKERS ADDRESS 10,000 IN OCTOBER

The South Shore Line public speakers' service reached an aggregate audience of 10,000 during October. Civic clubs, parent-teachers' associations and schools in Gary, Michigan City, New Carlisle, East Chicago and LaPorte were addressed and were shown slides and motion pictures by representatives of the railroad.

On October 18, Grade 2A from Harrison school, East Chicago, visited the South Shore Line ticket office to hear about the work of a railroad ticket agent.

First and Fastest



The Electric Traction speed trophy, awarded to the South Shore Line for maintaining the highest average speed between terminals in 1929, is shown above. This railroad maintained an average schedule speed of 44.9 miles per hour, between Chicago and South Bend. The cup was presented to Charles H. Jones, general manager, at the recent American Electric Railway Association convention in Atlantic City.

November Beckons Hikers to Dunes

A GYPSY-LIKE spirit invades Duneland with the passing of summer. The air becomes crisp, colder surf beats against the shore of the lake, the last of the richly-colored leaves are falling under foot and alternate days bring sunshine and gray clouds.

There's a scurry and a "whirr" in Dunes woodlands at this time, as animals and birds busily prepare for the advent of winter. The birds are making their annual pilgrimage south and the animals are preparing their homes for cold weather.

Scenery Unsurpassed

Duneland retains its charm and lure all through the seasons and each one casts its spell over the region. In the late fall and early winter, trees, shrubs, sand, water and sky combine in offering unsurpassed scenery.

As winter approaches there comes a calm over all the Dunes—a soothing melancholy that is unmatched by even the freshness of spring or the balm of summer.

Cares Vanish

A visit to the Dunes in November has a most exhilarating effect. The tang of the crisp, snappy air, the sunshine and gleaming sands dispel the cares of the everyday world and bring new life.

Many persons visit the region in this season and others are becoming more and more fascinated by the beauties of nature there.

Hiking in the Dunes is declared by many enthusiasts to be best at this time, when the nip of frost is in the air. Larger numbers of hikers trek there each succeeding autumn and winter and the trails are well trod on weekends and even on week days.

Hiking Is Invigorating

Your true understanding of Duneland depends on a visit to it during these days. High-speed, frequent and comfortable South Shore Line trains take you to Tremont, entrance to Indiana Dunes State park, and to other points from which to set out on a hike or outing. If you don't bring a lunch you can get one prepared at Tremont. After the day spent in the invigorating open air amid glorious scenic beauties, take the convenient South Shore Line train back home.

The State of Indiana has set aside 2,250 acres for Indiana Dunes State park. Your school, church, lodge or social group may be interested in a trip down there for a day.

November is an ideal time in the Dunes. Long tramps bring their reward in exhilaration, happiness, soothed nerves and appetite. Take the South Shore Line to the Tremont entrance. Fast trains leave the South Bend terminal, Michigan street at LaSalle avenue, and the Randolph street, Chicago, terminal every hour on the hour.

CHRYSANTHEMUM SHOW TO OPEN NOVEMBER 10

The annual Chrysanthemum Flower Show at Garfield Park conservatory will be opened to the public on Sunday, November 10, and will continue until December 1. The doors will be open daily from 8 a. m. to 10 p. m. and admission will be free. Exhibits will be shown in the new Horticultural hall and showroom of the conservatory.

The Chrysanthemum show this year will be the largest, most elaborate and most beautifully arranged exhibit that has ever been held at the conservatory. More than 300,000 flowers, comprising 570 varieties, will be displayed.

In addition to the Chrysanthemum show, attractions in the various rooms of the conservatory will be open to the public as usual. The collection of plants is valued at more than $1,000,000 and contains rare specimens from all parts of the world.

The Chrysanthemum exhibit offers an opportunity for all to study the development of these flowers. Guides will be furnished to groups desiring such service.

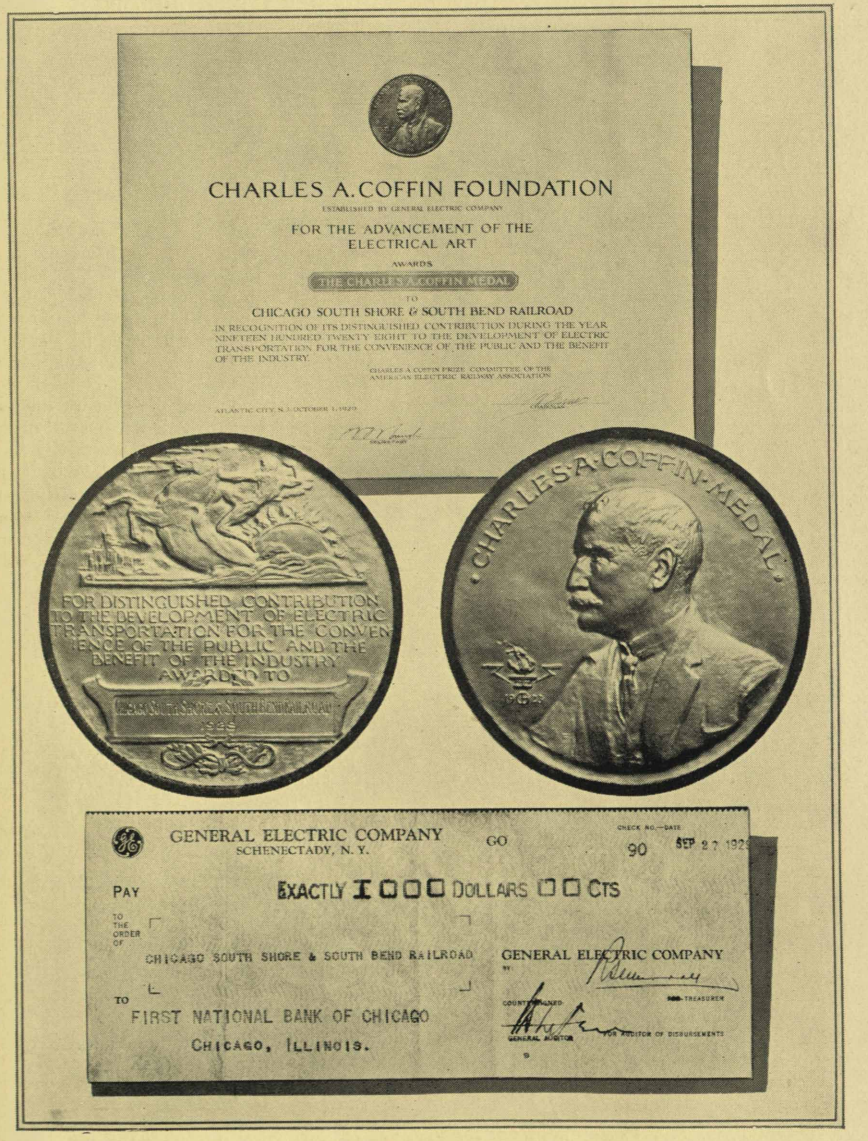
The Garfield Park conservatory is located at Lake street and Central Park boulevard (3600 west). It is conveniently reached by taking the South Shore Line to Randolph street, Chicago and then taking the Lake street Rapid Transit Lines, a block west, to Hamlin avenue station.

SUNSHINE PERIOD ON WENR POPULAR

One of the most popular programs heard over WENR, Chicago, according to letters received, is the Sunday morning Sunshine Period conducted by Paul McCluer.

This is a three hour period made up of music, recitations and comedy sketches. It has proved especially popular with vacationists, and is on the air from 8 A. M. to 11 A. M. central standard time.

What We Won For Northern Indiana


CHARLES A. COFFIN FOUNDATION
FOR THE ADVANCEMENT OF THE ELECTRICAL ART
AWARDS
THE CHARLES A. COFFIN MEDAL
TO
CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD
FOR DISTINGUISHED CONTRIBUTION TO THE DEVELOPMENT OF ELECTRIC TRANSPORTATION FOR THE CONVENIENCE OF THE PUBLIC AND THE BENEFIT OF THE INDUSTRY
AWARDED TO
1928
CHARLES A. COFFIN MEDAL
GENERAL ELECTRIC COMPANY
SCHENECTADY, N. Y.
GO
90
SEP 27 1928
PAY
EXACTLY 1 000 DOLLARS 00 CTS
TO THE ORDER OF
CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD
GENERAL ELECTRIC COMPANY
TO
FIRST NATIONAL BANK OF CHICAGO
CHICAGO, ILLINOIS.

The Charles A. Coffin Prize, awarded to the South Shore Line for "distinguished contribution to the development of electric transportation," is shown here. The certificate is at the top, with the two faces of the medal in the middle and the $1,000 check for the employes' benefit association at the bottom. The award was presented to Charles H. Jones, general manager of the railroad, at the recent convention of the electric railway industry held in Atlantic City, N. J.

Gary Gateway Dream Is Made Reality

THE attractive and handsome group of buildings situated on well landscaped grounds which greet one on entering the city of Gary, Indiana, from the South Shore Line station, materializes the dream of Gary since it became a metropolis.

Two civic buildings, the first units of the Gary Gateway, stand on opposite sides of Broadway, the city's main north and south street. The Gary City Hall building is on the east side, between Broadway and Massachusetts street, and the Lake County Superior Court building is on the west side, between Broadway and Washington street. Both face on Fourth avenue.

Each building extends approximately 200 feet on Fourth avenue and 90 feet on Broadway. They are made of benedict stone, a manufactured granite, selected for its hardness and resistance to the action of smoke, weather and chemicals in the atmosphere.

In front of each building, in the blocks between Fourth avenue and the railroad stations, is a park, with a pool in the west one.

The Gary Park board and the county are spending $100,000 in beautifying the grounds. Land surrounding the buildings has been appropriately landscaped, and trees, shrubs and grass have been planted.

Parallel Architecture

Parallel architecture is the basic plan for the entire Gary Gateway project. The Gary Post-Tribune has erected a building on Broadway immediately south of the city hall. An identical building is to be erected opposite the newspaper home. This idea will be carried out as other new buildings are erected on Broadway south from the Gateway.

In like manner will the development be carried out east and west from the civic group. A School Administration building is to be added soon to the project.

Gary Memorial Proposed

Erection of a monument to the memory of the late Judge Elbert H. Gary by the Elbert H. Gary Memorial association of Gary has been proposed. Lorado Taft, famous sculptor, has been consulted on plans.

Completion of the first units of the Gary Gateway brings to realization the twenty-year dream of the founders of the city.

In the year 1906, the United States Steel corporation began the erection of its huge plant on the shore of Lake Michigan and at the same time its subsidiary, the Gary Land company, began laying out the city of Gary. Captain H. S. Norton, property agent of the latter company, directed the work of building the new community.

A vast area of sand wasteland was surveyed and mapped out, to be converted quickly into a place for people to live. Dunes were leveled and thousands of cubic feet of black soil were brought in from Illinois, so that trees, grass and shrubs could be planted.

Streets were laid out and paved, electric, gas, water, transportation and telephone facilities were put in and the area was zoned for building. All construction was supervised. Appropriate plans for houses, apartments and business buildings were suggested to builders who had not engaged competent architects or whose own plans were found not in harmony with the general tone of architecture.

Parks Laid Out

At the same time, a park system also was laid out and today Gary boasts the best city park system in the state of Indiana.

Within a short time a thriving city had come into existence and many thousands of people came to Gary to work and to make their homes, thus establishing civic and business life on a good basis.

In 1907 the Commercial club of Gary, the oldest civic organization of the city, was founded. Captain Norton was elected president, which office he has held ever since.

Study Began in 1910

The members of the Commercial club in 1910 began a study of an appropriate civic project and George W. Maher of Chicago was engaged to prepare tentative plans. His plans were submitted to the club in 1911, but insufficient enthusiasm was shown to warrant proceeding with the idea at that time. Interest in the project then lagged somewhat, except with the club's president who kept a definite picture in mind and awaited a favorable opportunity to propose it again.

Corporation Gives Land

In 1923 the Gary Commercial Club employed Maher and Sons of Chicago to prepare new plans. Their sketch was submitted to the membership of the club, to the citizens, to the city council and to the United States Steel corporation. At the same time the steel corporation was asked to give the land for the project.

The plans met with hearty approval from all parties and Judge Elbert H. Gary, then head of the corporation, ceded Broadway frontage valued at $460,000, Washington and Massachusetts street frontage valued at $51,000 and acreage valued at $15,000. The city of Gary appropriated $1,000,000 for a city hall building and Lake county appropriated $1,000,000 for a court building.

The City Hall building was dedicated early in the winter of 1928 and the new court building will be entirely completed about December 1, 1929.

The Gary Gateway is indeed an excellent greeting to both the visitors to the city and to the citizens and also is an advertisement to the people passing through Gary on the railroads.

Frequently railroad travellers have presented to them an unattractive view of cities through which they pass. In Gary, however, it is a different story. The new civic project seems to extend an invitation to them to stop and see what it is and what lies behind it.

View of Gary City Hall from South Shore Line

Civic Opera Season Opens in Chicago

VARIED and popular repertoire during November is offered music lovers by the Chicago Civic Opera company in its first season in the new Civic Opera House, Wacker Drive at Madison street. The 1929-30 season opened with the presentation of "Aida" Monday evening, November 4, before a house sold out long in advance. Thirteen weeks continuous performances will be given.

In addition to the evening performances, an especially attractive Saturday and Sunday matinee series is offered.

The opera company has secured several new artists for this season. A feature of unusual interest is the number of leading artists who are American citizens. Among 53 singers and conductors on the 1929-30 season roster, 17 are native Americans and 14 are naturalized citizens.

Schedules of high-speed South Shore Line trains make it convenient for music lovers in Northern Indiana to attend opera performances. The Garden City Limited, a de luxe train, carrying diner and parlor-observation cars, leaves South Bend at 5 p. m., Michigan City 5:48, Gary 6:22, East Chicago 6:37 and Hammond 6:43, arriving at Randolph street, Chicago, 7:20. A second train leaves Gary at 6:50 p. m., East Chicago 7:05 and Hammond 7:09, arriving at Randolph street 7:45. For those whose business prevents them from taking these two opera trains, a third leaves South Bend at 6 p. m., Michigan City 6:50, Gary 7:25, East Chicago 7:39, and Hammond 7:45, arriving Randolph street 8:25.

After the opera, South Shore Line trains provide fast service home.

Football Reaches Climax In November

NOVEMBER brings the football season to its peak, with many attractions offered fans in the Chicago metropolitan area.

Three big Notre Dame games on successive Saturdays will claim especial attention of Northern Indiana fans. Additional headliners are two important encounters at Stagg Field on the south side of Chicago and the Illinois-Northwestern game at Evanston. Foremost among contests is the Notre Dame-Southern California game, to be played November 16 at Soldier Field.

Illinois meets Northwestern at Dyche stadium, Evanston, on November 2. The same afternoon De Paul plays Loyola on the latter's home ground.

Two Big Games Offered

The following Saturday brings two major battles to fields convenient for South Shore Line patrons. Notre Dame travels to Soldier Field to engage Drake, one of the formidable teams of the Missouri Valley conference. Wisconsin and Chicago, long standing Big Ten rivals, play at Stagg Field.

Then comes the Notre Dame-Southern California game on November 16. Another attraction for the afternoon is the Northwestern-Indiana game at Evanston.

Irish Meet Wildcats

November 23 brings Notre Dame's aggregation to Chicago again, this time to meet Dick Hanley's Northwestern Wildcats at Dyche stadium in Evanston. Washington, also, will invade Chicago, to meet the Staggmen on the south side. South Dakota State will meet Loyola on the latter's gridiron.

The University of North Dakota comes to Chicago on November 30 to play Loyola.

Electric Lines to Games

High-speed, comfortable and convenient service to the games is provided by this railroad. South Shore Line trains offer fans frequent service to Soldier Field and Stagg Field, Chicago, and to high school playing fields in communities along the line. Connections are made with other electric lines serving north side and west side fields. Ask your local ticket agent how to get to the various football fields.

Low Rates to Games

Special low fares to the Notre Dame football games at Soldier Field are offered by the South Shore Line. Round trip tickets from South Bend to Chicago, good for the day of the game only, are $3.65. Round trip tickets for the weekend are $4.25.

SPECIAL PARTIES RIDE ON SOUTH SHORE LINE

Notre Dame gridiron warriors and students headed the list of special parties using South Shore Line service during October. A special train carried the squad of 60 players from South Bend to Soldier Field on October 19 for the Wisconsin game. The university band of 84 pieces followed in another train. From Friday noon to Saturday noon, 2,000 students and 1,000 South Bend fans went over the South Shore Line to Chicago. The band and student body returned to South Bend Saturday night and the football team returned Sunday.

Teachers Ride on Line

Twenty-five teachers and students of New Trier Township High school, Winnetka, Illinois, used the South Shore Line Saturday, October 5, from Chicago to Tremont and return. Thirty members of Carnahan's Gang, Prairie club, went from Chicago to Gary and return on Sunday, October 6.

On Friday, October 11, 100 school teachers of Michigan City took the South Shore Line to South Bend. On Saturday, three parties were carried. Thirty members of the Chicago Nature Study club went from Chicago to Wickliffe, 27 members of Halsey, Stuart and company went from Chicago to Michigan City and then by Shore Line motor coach to Lake Side, Michigan, and 40 members of the South Bend football team went to Gary and return. .

Sam and Rastus were discussing politics. Rastus was a rabid partisan of the incumbent.

"Well," said Sam, "Ah like him alright, Ah guess; but his platfo'm ain't so good."

"Platfo'm!" snorted Rastus, "Platfo'm! Say, don't you know dat a political platfo'm is just like a platfo'm on one o' dese yere 'lectric cars—it ain't meant to stan' on; it's just meant to get in on."

Blackhawks Go To South Bend

The Chicago Blackhawks of the National Hockey league used South Shore Line service from Chicago to South Bend on Monday, October 14, to begin their pre-season training at Notre-Dame. They will use the service again in returning to Chicago.

DE LUXE SERVICE HAS PATRONAGE INCREASE

De luxe service on the South Shore Line is proving increasingly popular, according to Charles H. Jones, general manager of the road.

Ticket sales on parlor cars show substantial gains over last year and patronage has increased on dining cars.

The dining car service features a special noon luncheon for one dollar and a special evening dinner for one dollar and a half. A la carte service is offered patrons who don't care to order the special luncheon and dinner.

Six de luxe trains are operated daily, three each way. Trains carrying both parlor cars and dining cars leave Chicago at 8 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7 a. m., 12 noon and 5 p. m. Other parlor car trains leave Chicago and South Bend at 10 a. m. and 3 p. m.

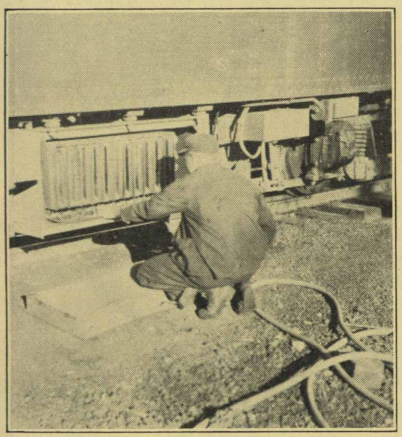
Lake Michigan

Darting, sparkling little wavelets
Of the blue Lake Michigan,
In the sunlight brightly glancing,
O'er the surface lightly dancing,
O'er the surface airily skipping,
Borne by winds so gently whipping
Tiny billows toward the shore,
Where they break with muffled roar.

Little billows, angry, foaming
O'er the lake forever roaming,
Twirling, whirling tiny whitecaps
Leaping, tossing little madcaps
Ever splashing, always dashing,
Softly smashing, gently crashing,
On the beach and on the shore
Where they'll play forevermore.

—Troubles
—Gary Post-Tribune "Flue Dust".

Unseen Service



To keep equipment in the best condition all the time, South Shore Line cars are carefully inspected before each run and are thoroughly inspected at frequent intervals in the railroad's shops. The photograph shows the inspection of the switch group on a motor car.

NEW CIVIC THEATER TO BE OPENED NOV. 11

Twelve weeks of Shakespearean repertoire will be given starting Monday evening, November 11, in the Civic theater, the little theater in the 20 Wacker Drive building, at Wacker drive and Washington street, Chicago. The theater will be opened just one week after the opera opening.

Leader Is Eminent

Fritz Leiber, eminent Shakespearean actor, heads the company organized by the Chicago Civic Shakespearean society. Mr. Lieber is known as the leading Shakespearean actor of our day. George Jean Nathan, famous dramatic critic and former co-editor of the American Mercury says of him—"Mr. Fritz Leiber's consistently fine work in a comprehensive repertoire gives him, I believe, the leadership of our Shakespearean stage. In Leiber there is all the born sense of poetry and drama and wild passionate beauty that the others lack."

Opens With Hamlet

Hamlet has been chosen for the opening performance on Monday, November 11, and will be continued for four performances, concluding Wednesday night. On Thursday, Julius Caesar will be the offering, to continue for the remainder of the week.

FIELD MUSEUM GIVES TOURS AND LECTURES

Interesting entertainment, education and practical help is offered in lectures and tours during November at the Field Museum of Natural History, Roosevelt Road and Lake Michigan, Chicago.

Five free illustrated lectures on science and travel will be given in the James Simpson theater of the museum at 3 o'clock Saturday afternoons during the month. Lectures scheduled are:

November 2—Lands of the Sun
Mr. Frederick Monsen, Pasadena, California.

November 9—Zulu Tribe
Captain Carl von Hoffman, F. R. G. S., New York.

November 16—Bird Islands of Peru
Dr. Robert Cushman Murphy, American Museum of Natural History

November 23—Explorations and Excavations at Chichen-Itza, Yucatan, and Uaxactun, Guatemala
Dr. Sylvanus G. Morley, Carnegie Institution of Washington.

November 30—Through Southern Abyssinia
Mr. C. J. Albrecht, Department of Zoology, Field Museum of Natural History; member of the Harold White-John Coats Field Museum Expedition 1928-29.

Special Service Offered

Tours are conducted through the exhibition halls on week days, schedules of which may be obtained at South Shore Line stations.

The services of a guide-lecturer can also be engaged, without charge, by special parties of ten or more individuals desiring a conducted tour. Written application for this service should be made to the director a week in advance of the intended visit.

The Field Museum is open daily from 9 a. m. to 4:30 p. m. during November.

Adults are admitted free on Thursdays, Saturdays and Sundays, and children are admitted free on all days.

Convenient service to the museum is offered by the South Shore Line to Roosevelt Road station, almost at the museum entrance.

Foundation of Service

Our industry stands for the principle that "the greatest good for the greatest number" should guide public action with respect to the transportation problem. Certainly that principle is founded upon the bedrock of our democratic institutions.—Charles Gordon, managing director, American Electric Railway association.

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South Shore Lines

or Patrons of the Chicago South Shore and South Bend Railroad

VOL. 5 DECEMBER, 1929 No. 2

South Bend Freight Terminal Planned

THE Chicago South Shore and South Bend Railroad has acquired the eleven and one-half acre tract of the South Bend Chilled Plow company for a new freight terminal in South Bend, Charles H. Jones, general manager of the line, announced recently.

The property lies between Washington street, Circle avenue, the New York Central Railroad and extends to a point 150 feet east of Grant street. It was purchased in the name of the Indiana Industrial Land company from the American Trust company, trustee for the South Bend Chilled Plow company.

This is a further step in the improvement program begun four years ago when the present management took over the railroad. Rapid growth of carload and L. C. L. freight business in that period is the foundation for this new expansion.

The acquisition and development of this property according to plans of the line will enable the South Shore Line to offer shippers prompter and more convenient service, will eliminate the movement of freight over South Bend streets and will open up highly desirable sites for industries.

Industrial Sites Provided

The South Shore Line will develop the site as a freight terminal and industrial site with inbound and outbound freight tracks and houses. Detailed plans for the installation of trackage and the reconditioning and construction of buildings on the property are being drawn up.

When the new terminal is completed, the South Shore Line will abandon its present freight terminal on LaSalle street, east of Sycamore street and will discontinue the present method of handling LCL freight in tractor-trailers over South Bend streets from the old freight house at Orange and Olive streets to LaSalle and Sycamore streets.

Reconditioning Planned

The South Shore Line contemplates petitioning the city of South Bend for a franchise to install a track in Merry street from Orange street to its new property, to connect with its main line tracks.

All present buildings are to be reconditioned and made suitable for the use of industrial tenants. The property is to be provided with adequate and suitable team tracks

(Continued on Page 6)

SOUTH SHORE LINE USING NEW RANDOLPH STATION

Beginning Sunday, December 1, all South Shore Line trains will arrive at and leave from the new station on the lower level of the Randolph street Illinois Central suburban station, Chicago, instead of using the No. 1 track of the old station.

Entrance at Subway End

The entrance to the new station is at the east end of the Michigan avenue subway, on the north side. A covered passageway extends from the subway exit to the station. South Shore Line passengers will turn to the right of the ticket window in the station and descend the steps to the lower platform to board trains. In leaving trains they will get off on the lower level platform and go up the steps and out through the new station to the subway.

A canopy extends over the entire length of the platform to protect patrons from rain and snow. The waiting rooms upstairs will provide more space for South Shore Line patrons than the old I. C. suburban waiting room.

An illuminated sign has been placed at the entrance to direct South Shore Line passengers.

The South Shore Line's ticket window at the new station will be open 24 hours a day.

The removal to the lower level is necessitated by the construction of a complete new suburban terminal at Randolph street by the Illinois Central Railroad company.

A diagram on page 8 shows how to reach the station.

Special Parties Swell Week-End Traffic

THE Notre Dame-Southern California football game on November 16 brought the South Shore Line one of its heaviest passenger movements. Both South Bend limited and local trains between Gary and Chicago carried large crowds into Chicago and back.

The volume of traffic necessitated operation of long trains over the entire weekend, many trains being operated with eight and ten cars. Train No. 12, leaving South Bend at 8 a. m. Saturday, was operated in three sections, the first section carrying the Notre Dame football squad.

Students Visit Gary

Eighty electrical engineering students of the University of Illinois, in charge of Professor E. B. Paine, occupied two special South Shore Line coaches from Chicago to Gary and return on Saturday, November 2. The party visited the Gary steel mills.

On the following Sunday 35 members of the Walther League rode the South Shore Line from Chicago to Michigan City and return.

Team Goes to Drake Game

The Notre Dame Varsity football squad, composed of 45 players and coaches, used two special coaches on Saturday, November 9, from South Bend to Chicago for the Drake game at Soldier Field. The team also used the South Shore Line on the return trip. The same day 83 members of the Notre Dame band used the service to the game and back and 15 members of the Lutheran Teachers' conference went from Chicago to Long Lake and return.

I. W. A. C. Uses Service

Forty members of the Illinois Women's Athletic club occupied a special coach from Chicago to Gary and return on Sunday, November 10.

The Notre Dame Glee club, composed of 30 members, used a special coach from South Bend to Chicago on Friday, November 15. The same day 250 girls of St. Mary's college went to Chicago via South Shore Line.

On Saturday, November 16, 40 members of the Hyde Park Y. M. C. A. took the South Shore Line from Fifty-third street, Chicago, to Wilson and return, and 27 South Bend Tribune news boys went from South Bend to Chicago and return.

On November 17, 40 members of Carnahan's party, Prairie club, used the service from Chicago to Wilson and returned from Tremont to Chicago, 40 members of the Illinois Women's Athletic club used South Shore Line service from Chicago to Gary and return and 45 members of Englewood Evening High school went from Sixty-third street, Chicago, to Wilson and returned from Miller to Chicago.

The Notre Dame football squad again occupied two special coaches from South Bend to Chicago on Saturday, November 23, returning on Sunday.

Forty-five members of the Continental Illinois Bank swimming team took the South Shore Line from Chicago to Gary and return on Sunday, November 24.

PARLOR-DINER TRAINS FAVORED BY PUBLIC

Steadily increasing patronage has unqualifiedly approved the operation of South Shore Line de luxe trains. Reports show that the traveling public endorses the operation of parlor cars on dining car trains, for parlor car patronage on de luxe trains has increased from month to month since the line instituted this service in July of this year.

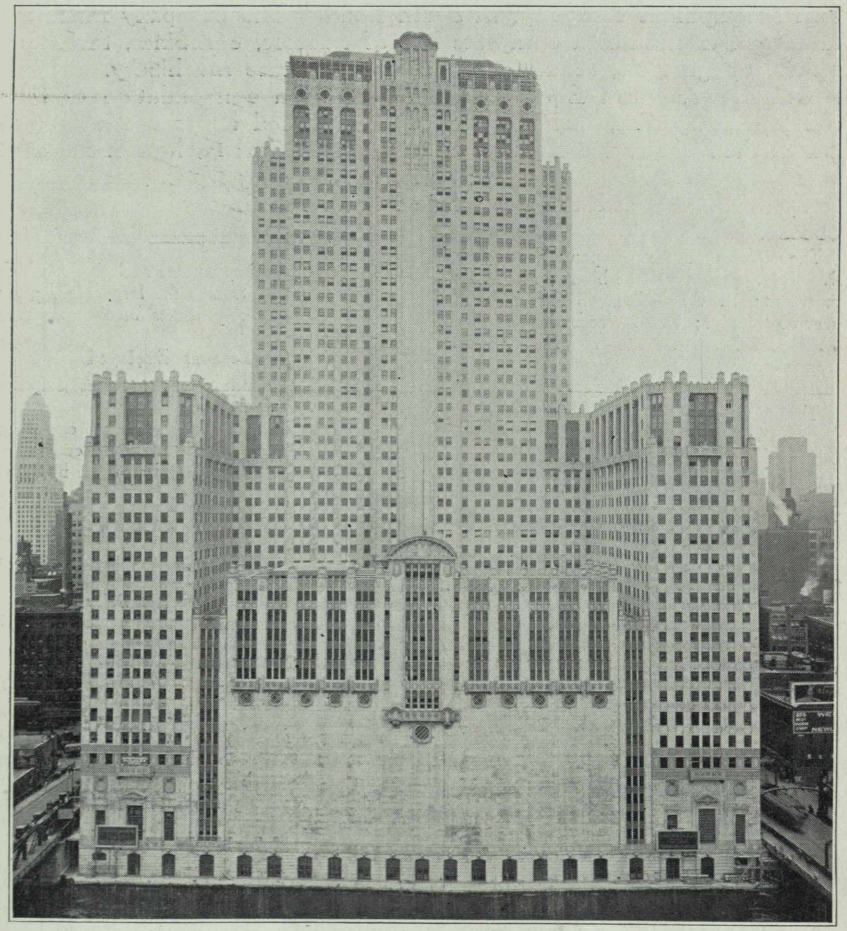
Parlor cars offer added enjoyment of a trip on the South Shore Line. Spacious, revolving, down-filled chairs bring relaxation and the utmost in traveling comfort. The cars offer privacy for conversation with companions and opportunity to enjoy the trip without being disturbed. The mere touch of a button brings the porter with whatever service is desired, with reading matter, writing paper, light lunches and refreshing drinks always on hand.

De luxe trains leave Randolph street, Chicago, at 8 a. m., 12 noon and 5:15 p. m. and leave South Bend at 7 a. m., 12 noon and 5 p. m. daily. Other parlor car trains leave Chicago and South Bend terminals at 10 a. m. and 3 p. m. The mid-morning and mid-afternoon parlor cars also are receiving increasing public favor.

Why doesn't the graduate of the school of experience at the railroad crossing ever attend class reunions?

The automobile has certainly shortened the distance between two points, including the cradle and the grave, for a lot of heedless fellows and their innocent victims.

World's Music Center



The 44-story home of the Chicago Civic Opera company is destined to be the world's music center, declare leaders in the realm of music. This magnificent new building, which was dedicated with the opening of the opera season on November 4, is the finest in the world devoted to musical art. Mechanical details and theater technique are the most modern in use today. The stage itself is the largest in the United States and has twice the height of the Auditorium stage, where the opera was held in previous years. The seating is so arranged that a full view of the stage is offered from every point in the auditorium. Thirteen weeks of continuous repertoire are being presented this season, with favorite artists and several new singers appearing in popular presentations. In addition to evening performances, an attractive series of Sunday matinees is offered music lovers. Shakespearean drama also is being played in the Civic theater, in the Civic Opera building, with the celebrated Fritz Leiber presenting two plays a week. Convenient service into Chicago for the opera and back home again is provided by the South Shore Line. After theater trains leave Randolph street station at 11:15 p. m. and 12 midnight.

Oliver Products Sold Over the World

PEOPLE from practically every country in the world buy the products of the Oliver Chilled Plow Works division of the Oliver Farm Equipment company, in South Bend. The company manufactures and distributes a complete line of tractors, combines, threshers, plows, tillage tools, seeding machines and potato machinery.

The Oliver Farm Equipment company is a consolidation of four old line companies, including the Oliver Chilled Plow Works, South Bend; the Hart-Parr company, Charles City, Iowa; Nichols & Shepard company, Battle Creek, Mich.; American Seeding Machine company, Springfield, O.; and the McKenzie Potato Machinery company, La-Crosse, Wis.

The officers of the company are: Joseph D. Oliver, chairman of the board; M. W. Ellis, president; R. C. Rolfing, vice-president and general manager; W. A. Weed, vice-president; W. D. Fowler, treasurer, and T. A. Freeman, secretary.

Founded 74 Years

The Oliver Chilled Plow Works was founded 74 years ago by the late James Oliver. Previous to the establishment of the company, Mr. Oliver had been a farmer and a foundryman, and the combination of his knowledge of each resulted in the production of the Oliver chilled plow.

Two distinct plants are operated at the South Bend works, one for the manufacture of tractor tillage implements exclusively, which is the newer plant, and the large older plant in which all other products of the company are made.

M. W. Ellis, President.

3,500 Persons Employed

The South Bend works provides employment for 3,500 persons.

The foundry occupies a large one-story building. Large furnaces and converters roar and glow along the sides of the building, heating the metal to desired temperatures, and row after row of molds are filled with molten metal, which bubbles and smokes as it comes in contact with the neatly formed sand.

Capacity Is 29,000 Daily

The Oliver foundry has a capacity of 25,000 chilled shares and 4,000 steel shares a day. This is in addition to thousands of other parts of plowing implements which are cast.

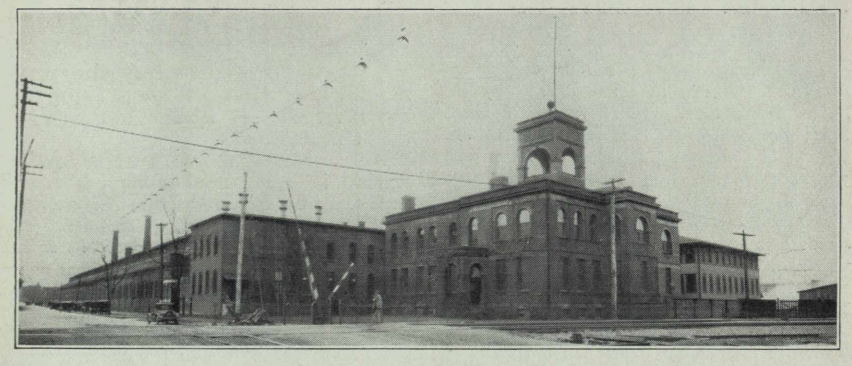
From the foundry the various parts of the plows are taken to the sand blasting machines and tumbling machines, where the roughness resulting from the casting process is removed.

Malleable Iron Used

All parts of Oliver products which are subjected to strain are of malleable iron. This type of iron is produced by an annealing process which requires nine days to complete. Sixteen ovens are used in this process. The iron pieces are packed in a special sand and placed in these ovens which are sealed and gradually heated to increasing temperatures. At the end of 48 hours the heat reaches a maximum of 1,650 degrees Fahrenheit, at which point it is kept for five days and then allowed to cool gradually for 48 hours.

Strength Is Tested

Upon the completion of the annealing, each piece is placed in a die stamping machine and subjected to pressure which tests its toughness and conforms it to a uniform



One of the South Bend Plants of the Oliver Farm Equipment Company.

shape. The pieces are then machined and are ready for assembling.

Large rods and strips of flat steel used in the implements are fashioned in the stamping department, where hundreds of large stamping machines pound continuously. Rods and strip steel are purchased in plates and strips direct from the mills and are cut by machines into proper lengths.

Exactness Required

These different lengths are then heated and fashioned in various types and sizes in the stamping machines. Following the fashioning of the parts they are dipped in water to harden them. The parts are tested in a room adjacent to the stamping department. If a piece varies by so much as a quarter of an inch under one hundred pounds pressure it is remelted.

In the next department the plowshare itself is given the final forgings, with many forging machines used to shapen and sharpen the share. Twenty-six separate operations are required to finish a share.

Given Mirror Finish

Before the shares are ready for assembling, they are machined and taken to the large polishing rooms for final sharpening with emory wheels and are polished to a mirror-like finish.

Upper floors of the buildings are used for assembling, painting and storing plows. As the implements proceed in the course of assembling they are suspended from overhead runways by hooks and are pushed along from one workman to another, each one having a separate part of the work to perform. The implements are not completely assembled at the plant, but in sections which are easily packed and shipped to the dealers who assemble them for sale.

The Oliver company makes sure of perfectness in every detail at all times and maintains a testing floor where each type is assembled and tested during its progress through the factory.

At the ends of the overhead trolleys are large dipping vats where paint and varnish are applied to the plows. About six of the various assembled parts are dipped into the vats at a time by a special device and then are wheeled off to dry. Some of the pieces get several coats of paint before the final varnish coat. They are then stripped and labeled by hand and either crated for shipment or stored.

Every part of any Oliver implement in use is kept in a vast storeroom in the plant, ready for shipment to dealers or users. Storage departments also are maintained in connection with each of the departments.

Exhibits Interesting

Many of the types of tillage implements produced by the company are displayed on a large salesfloor. Many old curios are exhibited in this room, including the largest and smallest plows ever made, a plow used by Daniel Webster, a plow with the wooden portion inlaid with pearl, the plows displayed at the Chicago and Paris world fairs and many other interesting implements.

The company sponsors a club for all employees who care to join and provides club rooms in company buildings.

J. D. Oliver, former president of the Oliver Chilled Plow Works and now chairman of the Oliver Farm Equipment company, has been 61 years in the business begun by his father and is the oldest man in point of service with the company.

Mr. Oliver has carried out the policies of his father, whose ambition it was to make a better plow than any other man and to sell it at a price the farmer could afford to pay.

The company has done a great deal toward the development of South Bend and from every indication has greater things in store for it.

RAIL-AIR CONNECTIONS ARE OFFERED TO EAST

Two through-ticketing rail-air connections east and southeast now are offered by the South Shore Line. These rail-air hookups bring the South Shore Line total to three, one with the Universal Air Lines system west and southwest having been in effect two months.

Arrangements with the Stout Air Lines at South Bend tie up Chicago, Hammond, East Chicago, Gary and Michigan City with Detroit, Michigan, and Cleveland, Ohio. Connecting planes leave South Bend at 10:15 a. m. and 3:30 p. m. daily eastbound, served by South Shore Line trains arriving there at 9:20 a. m. and 2:20 p. m. The morning plane also stops at Kalamazoo and Battle Creek, Michigan. Flying time from South Bend to Detroit is three hours and five minutes and to Cleveland four hours and 35 minutes.

Connection with the Embry Riddle company at Chicago provides South Shore Line patrons along the line one hour and 45 minutes' travel time between the Chicago municipal airport and Indianapolis, and only four hours between Chicago and Cincinnati. Planes leave Chicago at 8:30 a. m. and 9:00 p. m., with approximately an hour required for station-to-airport transfer in Chicago.

Transfer from South Shore Line trains to the Chicago municipal airport in the Embry Riddle connection will be the same as that of the Universal Air Lines system, by taxicab from 63rd Street (Woodlawn) station, which will be arranged for in advance for the passenger. A similar arrangement will be made at South Bend.

The South Shore Line, through a hook-up with the Universal Airlines System, a division of the Aviation Corporation, affords its patrons fast service to any point on the North American continent.

NEW FREIGHT TERMINAL PLANNED IN SOUTH BEND

(Continued from page 1)

and two large warehouses are to be reconditioned for use as inbound and outbound freight houses.

The purchase of this site for a new freight terminal in South Bend is but one of the steps taken by the South Shore Line management to improve shipping facilities. The policy of the line has been to keep its equipment well in step with the development of its business and to have new facilities ready when business increases demand them.

The development of freight interchange facilities has been one of the major projects of the line in recent years. Increases in freight handled has at various times necessitated extensions of interchange tracks and the installation of new ones.

Interchange Extended

The most recent project is the extension of the South Shore Line's interchange tracks at Goff Junction, Gary, with the Elgin Joliet and Eastern Railway company. The present capacity of that interchange is 28 cars and when the extension is completed the capacity will be increased to 81 cars. Work on this project is now 80 per cent completed and will be ready for service as soon as the overhead structure is installed.

13 Connections Offered

The South Shore Line maintains interchange facilities with 13 steam railroads at eight points along its line. It exchanges freight with the Pullman Railroad company and the Illinois Central Railroad company at Kensington, Ill., with the Chicago and Calumet River Railroad company, the Belt Railway and the Chicago and Western Indiana Railroad at Hegewisch, Ill., with the Baltimore and Ohio Chicago Terminal Railroad at Hammond, with the Indiana Harbor Belt Railroad at East Chicago, with the E. J. & E. Ry. company and the Wabash Railroad at Gary, with the Michigan Central Railroad, the Monon Route and the L. E. & W. (Nickle Plate Road) at Michigan City, with the Chicago South Bend and Northern Indiana Railway company (electric) at New Carlisle and with the New York Central Railroad at South Bend.

The interchange tracks at Kensington, Ill., the western freight terminus, have a capacity of 60 cars. The interchange with the Chicago and Calumet River Railroad company has a capacity of 70 cars and the interchange with the Belt Railway and Chicago and Western Indiana Railroad a capacity of 90 cars. The latter has been extended twice. The I. H. B. interchange at East Chicago has been increased in capacity from 27 to 77 cars. The Wabash interchange has a capacity of 100 cars, the Monon and Michigan Central of 200 cars, the Nickle Plate of 90 cars and the N. Y. C. of 50 cars.

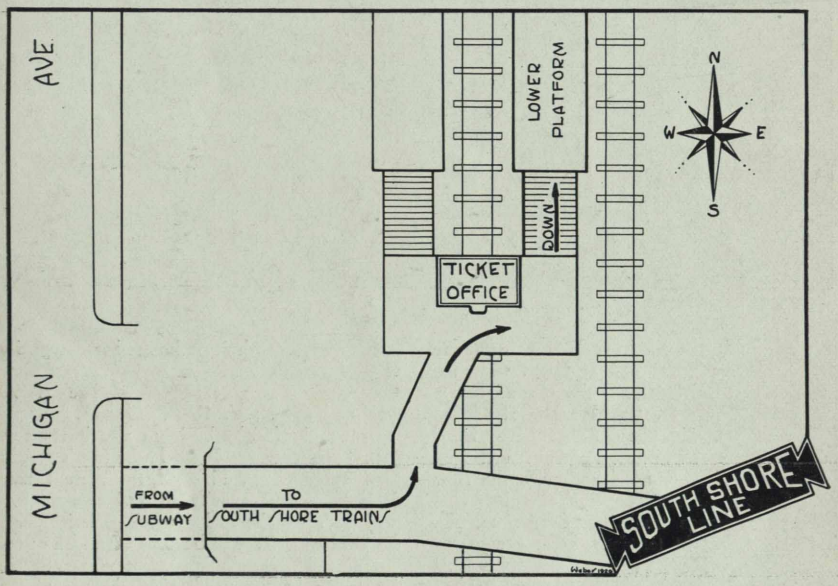
Growth in freight business also has necessitated enlarging the South Shore Line's freight yard at Burnham, Ill. At the present time the yard has a capacity of 110 cars on two tracks. When the added trackage is installed, the yard capacity will be 550 cars. The project includes installation of two new main line tracks on the north side, the use of the present main line tracks for freight service and the addition of a fifth freight track. The yard is used for the classification of empty cars, to facilitate delivery and movement. Work on this project is now 60 per cent completed.

Freight train in Burnham yard.

C. & W. I. Interchange at Hegewisch.

L. E. & W. Interchange at Michigan City.

Diagram of New Randolph Station



This diagram shows how to go to the new lower level station at the Randolph street I. C. terminal in Chicago. South Shore Line trains are now using this station instead of the upper level station.

SOUTH SHORE SERVICE BRINGS PLANT TO CITY

The South Shore Line played an important part in finding a new location for the million-dollar plant of the John Baumgarth company, Chicago.

This company—one of the largest creators and manufacturers of calendars and direct-by-mail advertising—was faced with the problem of finding larger quarters for its factory.

It was evident that some city within a fifty-mile radius of Chicago was the best location for the plant, but weeks of investigation of facilities and opportunities of towns and cities within that area failed to reveal a place satisfactory to officials.

South Bend was then suggested and was selected because of the South Shore Line's fast operation between there and Chicago. Officials of the company declare that were it not for this high-speed, frequent electrified service the distance from South Bend to Chicago would have eliminated the city as a site for the new plant.

ANNUAL STOCK SHOW TO BE NOV. 30-DEC. 7

An "Eight-Day University," where the city folk can get knowledge while being entertained and where the farmer can profitably learn from experts, will be conducted at the Union Stock Yard, Chicago, from Saturday, November 30, until December 7.

The International Live Stock Exposition this year is expected to establish a new record. The cattle exhibit especially is expected to be the largest and most impressive ever seen at the International.

A leading attraction for city residents will be the series of evening horse shows. Carefully selected light horses and ponies from the leading stables in America will be seen each night and practically all of the famous names in horse show circles are on the exhibitor list.

Educational exhibits promise to be as fascinating as they are instructive.

Take the South Shore Line into Chicago and then take the Chicago Rapid Transit Lines —the Elevated—to the Union Stock Yard.